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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	8.15	10.30	12.00	1.15	4.55	7.10
Yammat...Dep.	6.50	8.25	10.39	12.09	1.24	4.44	7.19
Shatin...Dep.	7.00	8.35	10.51	12.21	1.36	4.56	7.31
Tai Po...Dep.	7.10	8.45	11.04	12.34	1.46	5.06	7.44
Tai Po Market...Dep.	7.20	8.55	11.16	12.46	1.56	5.16	7.54
Fanning...Dep.	7.30	9.05	11.28	12.58	2.06	5.26	8.04
Shungshui...Dep.	7.40	9.15	11.40	13.10	2.16	5.36	8.14
Shumchun...Arr.	7.45	9.20	11.45	13.15	2.21	5.41	8.19

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...Dep.	7.51	9.26	11.51	13.21	2.31	5.51	8.26
Shungshui...Dep.	8.01	9.36	12.01	13.31	2.41	6.01	8.36
Fanning...Dep.	8.11	9.46	12.11	13.41	2.51	6.11	8.46
Tai Po Market...Dep.	8.21	9.56	12.21	13.51	3.01	6.21	8.56
Tai Po...Dep.	8.31	10.06	12.31	14.01	3.11	6.31	9.06
Shatin...Dep.	8.41	10.16	12.41	14.11	3.21	6.41	9.16
Yammat...Dep.	8.51	10.26	12.51	14.21	3.31	6.51	9.26
Kowloon...Arr.	8.56	10.31	12.56	14.26	3.36	6.56	9.31

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	8.35	9.15	10.30	12.00	2.23	7.10
Yammat...Dep.	6.50	8.45	9.24	10.39	12.09	2.31	7.19
Shatin...Dep.	7.00	8.55	9.34	10.51	12.21	2.43	7.31
Tai Po...Dep.	7.10	9.05	9.44	11.04	12.34	2.55	7.44
Tai Po Market...Dep.	7.20	9.15	9.54	11.16	12.46	3.05	7.54
Fanning...Dep.	7.30	9.25	10.04	11.28	12.58	3.15	8.04
Shungshui...Dep.	7.40	9.35	10.14	11.40	13.10	3.25	8.14
Shumchun...Arr.	7.45	9.40	10.19	11.45	13.15	3.31	8.19

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...Dep.	8.19	10.33	11.40	13.00	4.17	5.20	6.09
Shungshui...Dep.	8.29	10.43	11.47	13.07	4.24	5.27	6.16
Fanning...Dep.	8.39	10.49	11.51	13.11	4.28	5.31	6.20
Tai Po Market...Dep.	8.49	10.59	12.02	13.21	4.38	5.41	6.30
Tai Po...Dep.	8.59	11.04	12.07	13.25	4.42	5.45	6.34
Shatin...Dep.	9.09	11.17	12.21	13.35	4.52	5.55	6.44
Yammat...Dep.	9.19	11.29	12.33	13.45	5.02	6.05	6.54
Kowloon...Arr.	9.24	11.37	12.41	13.55	5.06	6.09	6.58

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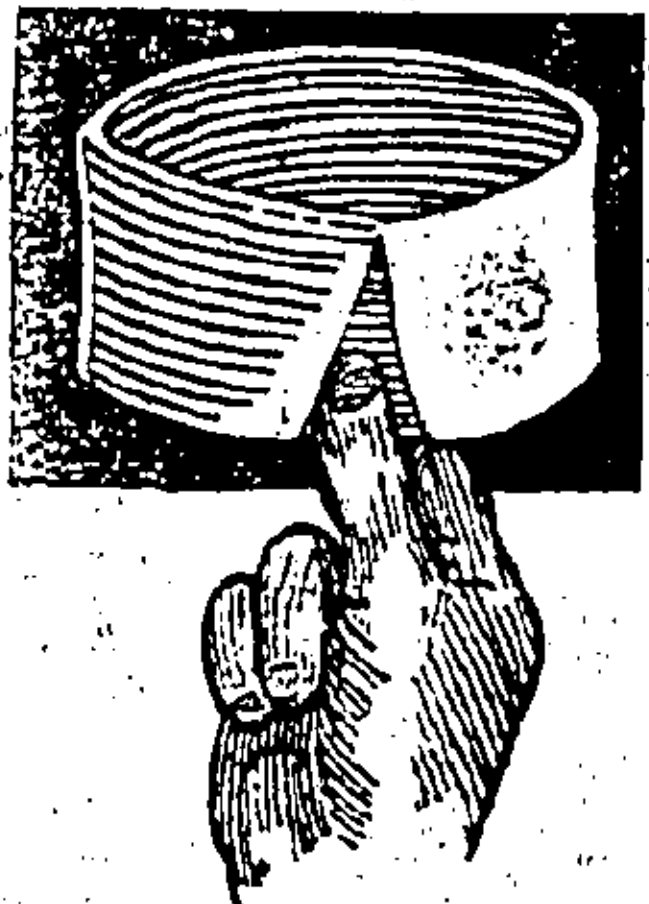


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A CRICKET PROBLEM.

THE BOWLER'S RIGHTS AND PRIVILEGES.

We are grateful to Mr. Mailey, says the *Daily Telegraph*, for expounding his theory of the bowler's right to do what he will with the cricket ball before we are in the midst of a Test match season. Our players, our captains, umpires, and legislators now know what claims they have to expect, and are given plenty of time to make up their minds to approve or object. Nothing in sport is less edifying than international disputes about the laws of a game during an international tour. Mr. A. A. Mailey, who is well and painfully remembered in England as a bowler of googlies, has avowed and defended the use of resin to obtain a better grip of the ball, and the raising of the seam of the ball, in order to keep it in its original shape as long as possible.

A NICE DISTINCTION.

Both these practices have been formally and publicly condemned by English cricketers of the first authority. It seems to us that the dispute involves no question of ethics. Mr. Mailey is able to show without much difficulty that there is precedent and analogy for everything which he does and wants to do. Resin is certainly a substance alien to cricket grounds, but so is sand, so are towels. If bowlers may wipe the ball with a towel or use sand, why should they be forbidden to use resin? Wicket-keepers have long used it, or something still stickier, to make their gloves more attractive to the ball. It is a nice distinction between the use of one sort of sticky stuff in order to catch the ball, and of another sort in order to bowl it. As for raising the seam, Mr. Mailey argues that no one ever thought of objecting to a bowler rubbing dust on the ball, rubbing it on the ground, or rubbing it on his arm. Why, then, object to an operation which is only meant to keep the ball in its original shape? These arguments seem sufficient to vindicate Mr. Mailey's intentions, and the legality of his practice. But no game can be pleasantly conducted by formal legality. Many things may be lawful which are not expedient, and this argument from one practice to another, from sand to resin, from rubbing the ball to prising up the seam, is liable to abuse.

DANGEROUS DISPUTES.

The established customs, with the exception of the wicket-keeper's preparation of his gloves, which has always seemed to some good judges of doubtful justification cannot add anything to the ball or make it anything different from what it came to the field. But resin does effect a change, and raising of the seam may produce distortion. It seems to us that the game is better without the danger of these devices. What is most important is that before our Australian cousins begin their coming tour, a clear and friendly agreement should be made as to what is and what is not within the bowler's right over the ball.

FOSSILISED RULE IN TENNIS.

SIR LEONARD LYLE'S STRAIGHT TALK.

PROFESSIONALS AT OTHER GAMES.

A proposal to allow professionals in other sports to play as amateurs in lawn tennis led to a lively discussion at the meeting of the Lawn Tennis Association recently, over which Lord Desborough presided.

Mr. Bruce Blewett, who proposed the necessary alteration of the rules, contended that the present position inflicted hardship on some people. Two young women members of his own lawn tennis club were debarred from playing matches as amateurs because, as they were paid for teaching physical culture, they were considered as professionals by the Amateur Gymnastic Association.

Sir Leonard Lyle who is a member of the council of the association, seconded the proposal, and said there had appeared in the official organ of the association some vivid and ridiculous language against the resolution, which should have been considered on its merits.

Professionals in other sports were generally worthy citizens, and he was certain that everyone would be delighted to play in a tournament with such a man as "Jack" Hobbs. Were they, he asked, to remain at the mercy of an antiquated and semi-fossilised body who had to be dragged out to give judgment on a case like that?

VOTED TWICE.

The opposition was, mainly from the councillors of the association, who contended that if the proposal were carried it would necessitate the association retiring from the international federation, which has a similar law against professionals.

Mr. Blewett withdrew his proposal in favour of a recommendation to the international federation to change the rule as to professionals, but this proposal was lost by 53 votes to 51. Some of the delegates said that by mistake they had voted twice and a recount was asked for. The chairman refused this and eventually the proxy votes were used. It was then stated that the proposal was defeated by 112 votes to 34. The rule therefore stands as it is at present.

The balance-sheet showed that the association's share of the profit from the 1924 championships at Wimbledon was £7,000, and it is understood that the association's amount from this year's tournament will be even larger.

TAX ON BETS.

MR. CHURCHILL AND POSSIBLE INCREASE OF AN "EVIL."

The Chancellor of the Exchequer, Mr. Churchill, just before Christmas received a deputation which urged the imposition of a tax on betting. The deputation, which included members of both Houses of Parliament, was introduced by Lord Newton. An official statement issued by the Treasury said:

"Mr. Churchill explained that his reception of the deputation did not mean that he or the Government had reached any decision favourable to a tax on betting.

"Certainly no Government could contemplate any step which might lead to an increase in what must be admitted to be a wasteful form of expenditure and, as it existed at present, an evil in our social life.

"All that he could promise was to examine impartially the question in all its aspects."

WHAT DO BOOKMAKERS TAKE?

CANON GREEN SAYS £180,000,000 FROM PUBLIC.

The present position in relation to the challenge thrown out by Canon Green by Mr. L. Noel Phillips, a London commission agent, that he will pay £100 to a charity if Canon Green will substantiate his statement that the annual profits of the book-makers of the country amount to £180,000,000, or even to half that figure, was explained by Canon Green in answer to a question from a representative of the *Manchester Guardian*.

The matter, it will be recalled, first arose upon a statement by the Rev. J. Scott at a meeting of the Baptist Union of Scotland in Edinburgh. Mr. Scott there quoted figures from Canon Green's book on gambling, and betting which estimates the profits at £170,000,000. By some mistake the figure appeared in the *Daily Herald* as £180,000,000 a year. On seeing this Mr. Phillips issued his challenge, and subsequently said that it would hold good if the figure were only half the amount given.

I have accepted the challenge on two conditions," Canon Green said: "first, that it is understood that the profits referred to are gross profits—the amount taken out of the pockets of the public; and, second, that the proving of it shall consist in satisfying a competent referee to be appointed by the editor of the *Daily Herald*. The editor appointed Mr. C. D. Nixon, a well-known chartered accountant in London, and I immediately sent him my figures. Mr. Phillips saw all my conditions and accepted them. Now he turns round and says he knows nothing about football betting and that he did not mean gross profits but net profits; and he has asked me to debate with him. My reply was that I would debate when the matter of the challenge was settled."

"GROSS IMPUDENCE."

Now he has the gross impudence to pretend that I am shuffling. My book clearly states that the book-makers "take from the pockets of the public by bets on racing, football, and other forms of sport," and the original paragraph in the *Daily Herald* was headed "Do book-makers take £180,000,000 on horse-racing and betting?" He can hardly say, then, that the figure does not include other things than horse-racing. With their expenses, of course, I have nothing to do. The point that interests me is what is taken from the pockets of the public.

The present position is that I have written asking that Mr. Phillips should either send his figures in or else state a date by which he will do so. I am not going to allow the matter to hang on. If he does not send in his case I shall ask for a decision on my figures. I do not care at all whether he defaults on his £100 or not, but I do want a competent authority to say whether my figures are correct. As a matter of fact, I believe they are much too low. My actual estimate for the total turnover was a minimum of £250,000,000, but the Board of Inland Revenue gives the minimum as £350,000,000 and a possible maximum of £478,000,000. All my figures are taken from official sources, and it was rather amusing to read the other day an article in which a certain sportsman was advising bookmakers to have nothing to do with me as they do not want to advertise their takings."

COST OF BEING AN M.P.

MR. J. C. GOULD PUTS IT AT £2,000 A YEAR.

In the London Bankruptcy Court last month the public examination was held before Mr. Registrar Francke of Mr. James Childs Gould, formerly M.P. for the Central division of Cardiff. His statement disclosed liabilities £1,140,328, and assets £4,248, which were absorbed in the part payment of preferential claims.

Having spoken of the formation in 1920 of Gould Steamships and Industrials, Ltd., with a nominal capital of £5,000,000, Mr. Gould said that in that year the company took over vessels at boom prices. Almost immediately after the Excess Profits Duty was increased, however, the values fell.

Mr. Francke suggested that in the circumstances the company was over-capitalised, but Mr. Gould disagreed, and said that, notwithstanding the "slump," the company made a profit of more than half a million in 1920. In May last the company was forced into voluntary liquidation as a result of the state of trade. He had received £70,000 in remuneration as chairman and as commission, but estimated that he had lost more than £200,000 in connection with four steamship companies. He also estimated that it cost him about £2,000 a year to be a member of Parliament.

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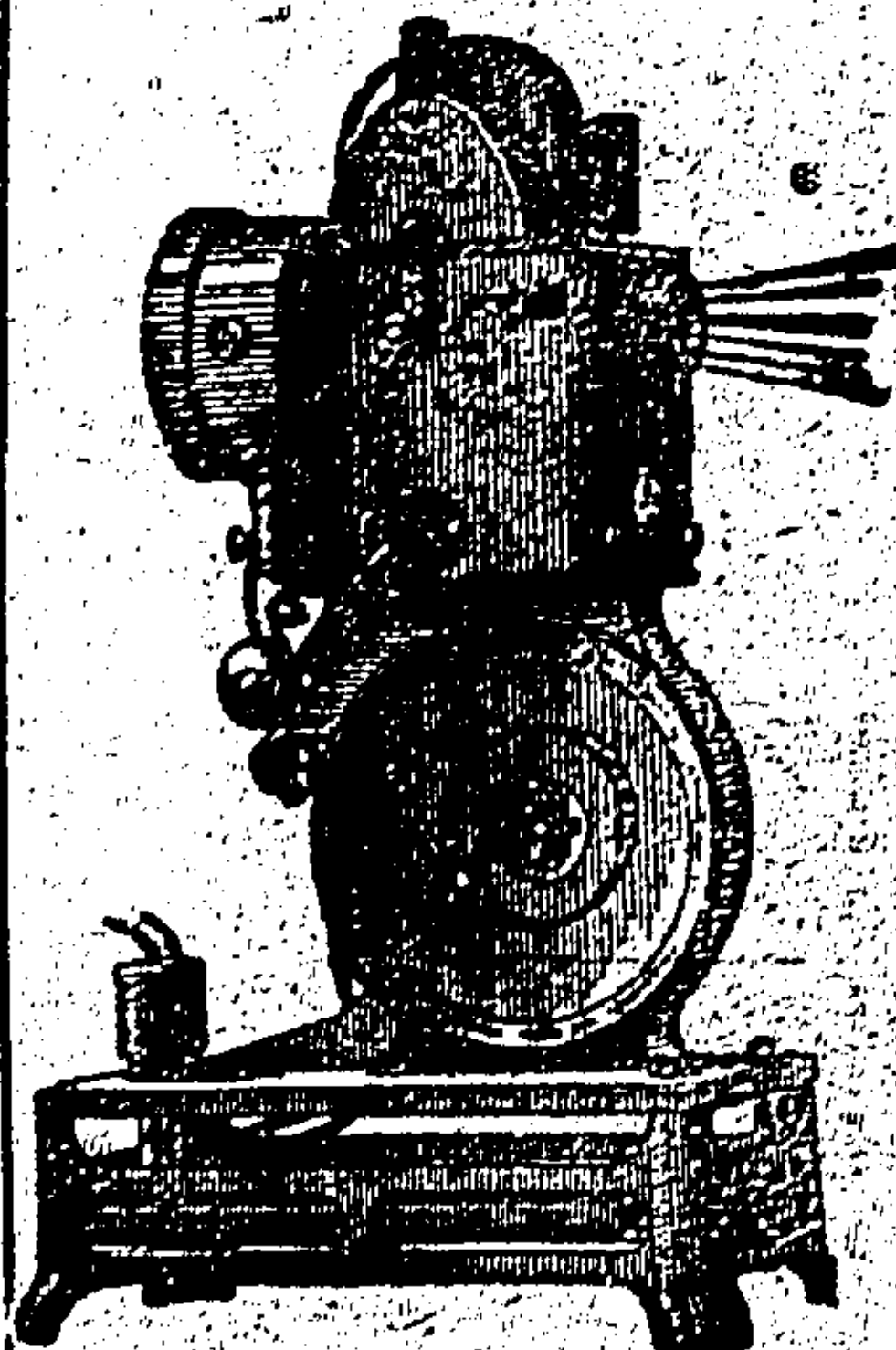
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Chemists
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THE CHINESE POST OFFICE. ADVANCEMENT IN FACE OF FORMIDABLE OBSTACLES.

The Report of the Chinese Post Office
for the year 1924 has just been received.
The following forms part of the introductory
note:

The history of the Chinese Postal Service
has ever been a record of advancement
in face of difficulties, and obstacles
successfully overcome. The year 1924 has
been no exception—as a glance at Part
II. of this Report will show,—for, al-
though the year opened with signs of
great promise and hopes running high,
the military operations of the autumn
resulted in general trade depression and
unrest which could not, but adversely
affect postal operations and diminish
Postal revenue. Railway services were
disorganised, necessitating the establish-
ment of courier lines where for many
years this mode of transportation had
been considered a thing of the past;
embargoes were placed on the export of
silver from certain districts, thereby re-
stricting the movement of funds and ren-
dering unavoidable the suspension of the
money order service at many Offices;
troops were withdrawn from districts
where they had been placed to maintain
order, resulting in increased activities on
the part of bandits, who took their toll
of mails and parcels, in some cases fatally
wounding the couriers and at other times
holding them for ransom.

With difficulties such as these to con-
tend with, it is satisfactory to be able to
record an increase in nearly every branch
of postal operations. The number of
articles of mail matter posted increased
by approximately 49 millions, the total
for the year being 522,352,093. Parcels
posted increased by 430,000 in number
and 3,341,000 kilograms in weight.
Domestic and international money order
services also show noteworthy increases,
particulars of which are given elsewhere
in this Report. A satisfactory decrease
has to be recorded in connection with the
quantity of native clubbed mails dealt
with, this falling off testifying to the suc-
cess of the National Post Office in com-
petition with the long-established *min-chu*
and *hai-k'u*.

At the close of the year the number of
places provided with postal facilities
totalled 42,048, as against 40,318 at the
end of 1923. Of the newly opened Postal
establishments totalling 2,206, 194 were
major and 2,006 minor establishments.

A SPLENDID STAFF.
Acknowledgment was made in last
year's Report of the loyal and faithful
services rendered by the staff under dif-
ficult and trying conditions. The year
under review has provided a further test
of those sterling qualities upon which the
foundations of this Service are well and
truly laid. Particularly deserving of com-
mendation are the couriers who travel
day and night through bandit-ridden dis-
tricts, and who, at times of military
operations, are constantly passing through
the firing lines. During 1924 the Yunnan
District alone reported 33 attacks on
couriers by bandits in which seven
couriers were killed; other causes, such
as drowning when fording mountain tor-
rents and freezing when traversing high
mountain passes, resulted in almost as
many fatalities.

As a member of the Universal Postal
Union, China took an active part in the
deliberations of the VIII. Universal
Postal Congress held in Stockholm during
July and August 1924; and signed the
following Convention and Agreements:
Universal Postal Convention; Parcel Post
Agreement; Agreement for the exchange
of Insured Letters and Boxes; Agreement
concerning the Money Order Service.

The revenue for the year amounted to
\$23,557,114. Working expenses amounted
to \$18,906,497. Capital expenditure dur-
ing the year amounted to \$1,597,551. A
total of \$239,650 was repaid to Customs
in respect to advances made to the Postal
Service, and \$1,940,000 was remitted to
the Ministry of Communications for vari-
ous expenses connected with the Postal
Service. The working balance carried
forward amounts to \$183,414.

Losses of mail matter and parcels, the
Report states, continued to be heavy
during the latter part of the year owing
to the unsettled conditions prevailing
throughout the country. Nevertheless,
taking the year as a whole, the losses do
not compare unfavourably with those
sustained during previous years.

CONDITIONS IN KWANGTUNG.
The Report says of the conditions in
Kwangtung: The province again experi-
enced a year of depression, caused chiefly
by unsettled political conditions, with an
adverse effect on trade generally. Never-
theless, the year's operations show an
increase in all branches due to the normal
growth of postal business. Mail matter
posted for local delivery increased very
slightly over 1923, advancing from
5,512,800 to 5,634,700, or an increase of
2 per cent. During the year two regis-
tered *min-chu* establishments (one at
Canton and one in the Kiangchow sec-
tion) suspended business, thus reducing
the number of registered *min-chu* from
93 to 91. Clubbed packages totalling
11,209, containing 697,800 letters, and
weighing 3,900 kilograms, were posted
during the year, against 13,000 packages,
containing 750,400 letters and weighing
4,200 kilograms in 1923. The number
of loss of mail cases increased from 121
in 1923 to 130 in 1924. Although there

(Continued on next Column).

HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

JANUARY 19TH, 1926.	
Hongkong Bank	\$1,000 buy, 1,050/65 ss.
Do. London	\$127 nom.
Chartered Bank	\$214 nom.
Mercantile Bank A. & B.	\$224 nom.
Do.	\$218 nom.
P. & O. Bank	\$29 nom.
East Asia Bank	\$85 nom.
Canton Insurance	\$590 buy.
China Underwriters	\$34 nom.
North China Insurance	Tia. 145 nom.
Union Insurance	\$33 buy.
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$165 buy.
Hongkong Fire Insurance	\$600 sel.
Douglases	\$33 sel.
H.K. & M. Steamboats	\$34 sel.
Hongkong Tugs	\$14 nom.
Indo-China (Prot.)	\$38 nom.
Do. (Def.) London	\$45 nom.
Do. Hongkong	\$45 nom.
Shell Transports	\$70 nom.
Star Line	\$50 nom.
Waterboats	\$18 buy.
Oriental Navigations	\$250 nom.
China Sugars	\$31 sel.
Malayan Sugars	\$43 nom.
Benguet	\$130 nom.
Kailan Mining Ad.	\$44 buy.
Lungshui (combined)	Tia. 33 sel.
Do. (single)	Tia. 20 nom.
Shanghai Explorations	Tia. 3-40 nom.
Shanghai Loans	Tia. 8 nom.
Bank	\$5.80 sel.
Tromp Mines	\$55 nom.
Ural Caspian	\$8 nom.
H.K. & K. Wharves	\$130 nom.
H.K. & W. Docks	\$574 buy.
Hongkong	Tia. 163 nom.
New Engineering	Tia. 7 buy.
Shanghai Docks	Tia. 114 nom.
H.K. & S. Hotels (old)	\$74 buy, 5 ss.
Hongkong Lands	\$49 sel, 65 ss.
Hongkong Realty (a.p.)	\$4 buy.
H.K. Territorial (a.p.)	\$4 buy.
Ramphreys Estates	\$131 nom.
Princo's Buildings	\$150 nom.
Bural Lands	\$7 sel.
Ewo Cottons	Tia. 10 sel.
Oriental	Tia. 3 nom.
Shanghai Cottons (old)	Tia. 60 sel.
Do. (new)	Tia. 30 sel.
Amusements	\$104 buy.
Canton Ice	\$73 nom.
Cement (combined)	\$104 nom.
Do. (old)	\$12 nom.
Do. (new)	\$3 nom.
China Buses	Tia. 104 buy.
China Lights (combined)	\$174 sel.
Do. (old)	\$14 nom.
Do. (new)	\$9 sel.
China Providents (comb.)	\$30 nom.
Do. (old)	\$3 sel.
Do. (new)	\$3 sel.
Constructions	\$24 buy.
Dairy Farms	\$174 sel.
Der A. Wing (a.p.)	\$10 nom.
Hongkong Electric	\$524 nom.
Macao Electric	\$40 nom.
H.K. Developments	\$30 cts. buy.
H.K. Bopes (combined)	\$40 sel.
Do. (old)	\$134 nom.
Do. (new)	\$34 nom.
Hongkong Tramways	\$22 buy, 22 1/2 ss.
Lane Crawfords	\$124 nom.
Mackintosh	\$214 nom.
Peak Trams (old)	\$14 buy.
Do. (new) (a.p.)	\$3 nom.
Sinacres	\$11 sel.
Taxis	\$4 sel.
United Asbestos	\$30 nom.
Watsons (old)	\$124 buy.
Do. (new)	\$124 buy.
Wm. Powells	\$12 sel.

SINGAPORE RUBBER MARKET.

Messrs. Carroll Bros. informs us of
the receipt of a cable from Singapore
advising that Rubber is quoted at \$1.09
per lb. The following quotations were
also received by cable:

Ayer Panas	\$14.00
Balgownie	5.50
Changkat Serdangs	9.00
Glencalies	2.60
Jimbals	2.30
Kedahs	4.00
Lunas	17.50
Malaka Pindas	3.30
Malakoffs	5.00
New Serendahs	4.00
Pajams	15.00
Sandycrofts	4.35

were numerous interprovincial suspensions
of the parcel service, and in spite of many
factors in the province which militated
against trade, the number of parcels
posted increased considerably. This is
ascribed partly to the use of the parcel
service by soldiers of other provinces
stationed in Kwangtung, whose numbers
were greatly augmented towards the end
of 1923 and in the beginning of 1924, and
partly to the ordinary expansion of business.
International parcels posted increased by
2 per cent. Money order business shows
great progress, the increase being chiefly
due to the extension of money order
facilities to 10 Third Class Offices during
1924 and the presence of alien troops in
the province. International money orders
issued and cashed increased by 75 per
cent. and 7 per cent., respectively. Con-
ditions inland during the year did not
permit of much postal development. Of
the major establishments one Agency was
converted into a Third Class Office and
six Agencies were added, the latter being
converted from Rural Box Offices. In
regard to minor establishments, 13 Rural
Box Offices were opened (including two
converted from Rural Stations), five were
closed, six were converted into Agencies,
and three into Rural Stations; three
Rural Stations were opened and two
converted into Rural Box Offices. Two
courier lines were extended by 13 li, and
21 li, a place already served by another
line being omitted from this route. The
increase of 65 li in steamer and boat lines
is due to the inauguration of a new
launch service between Chaoyang, Tung,
and Tangpuy. The through service on
the Canton-Kowloon Railway remained
suspended up to the 1st September; it
then operated for 14 days but was again
discontinued. During the year two
couriers were murdered, one was killed
by a train, and two were drowned while
in the execution of their duty.

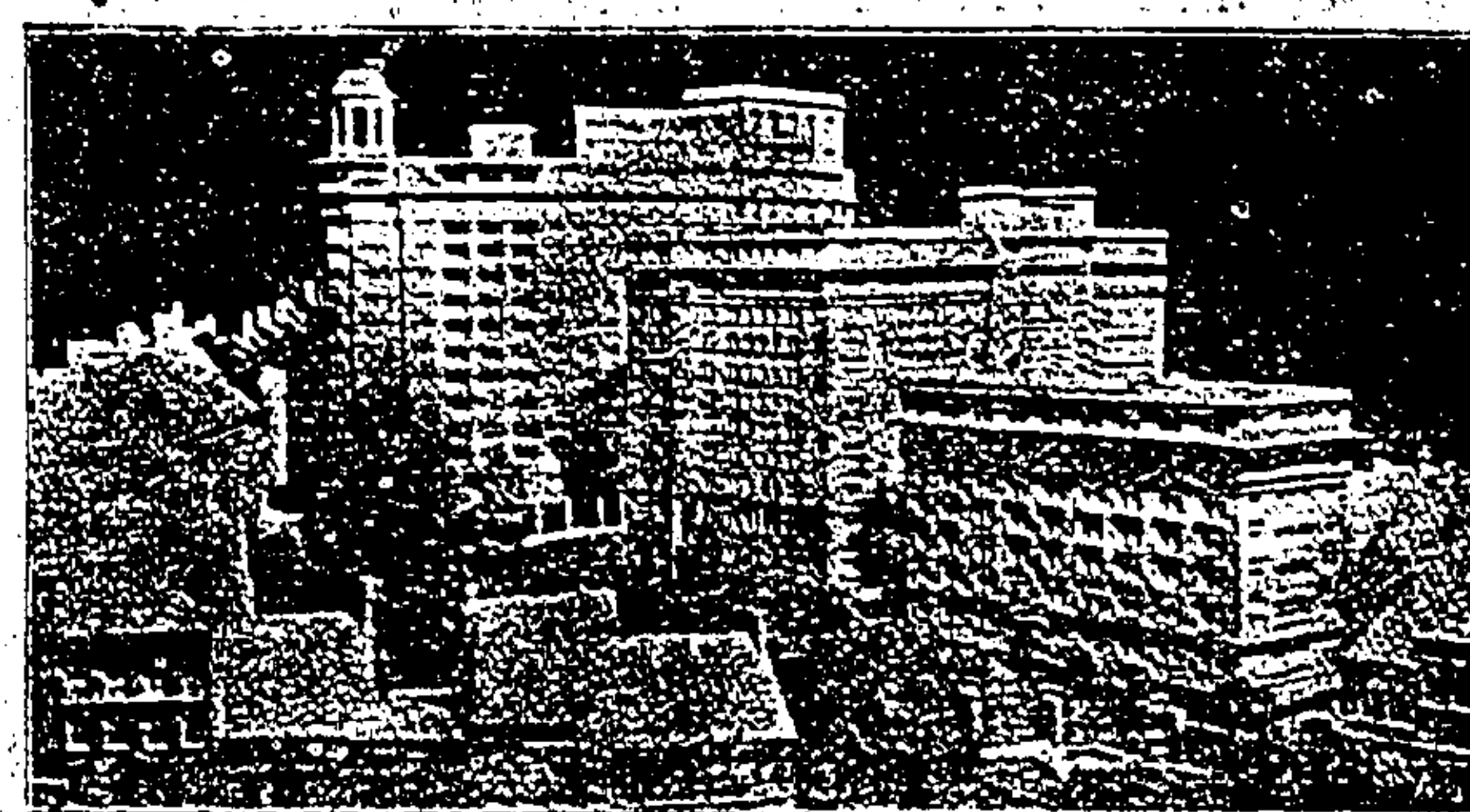
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10/20 Unions	100	500/500 C. Crawfords	100
100/500 C. Crawfords	100	100/500 Underwriters	100
50 Electric	100/100	100/500 Peak Trams	10/20
500 Malakoffs	5/10	50 Realities	10/20
500 Glensels	5/10	50 Rants	10/20
50/100 Ayer Moeks	50/100	50 Amusements	10/20
500 Kedahs	50	50 L. Crawfords	10/20
100 Malaka Tin	50		

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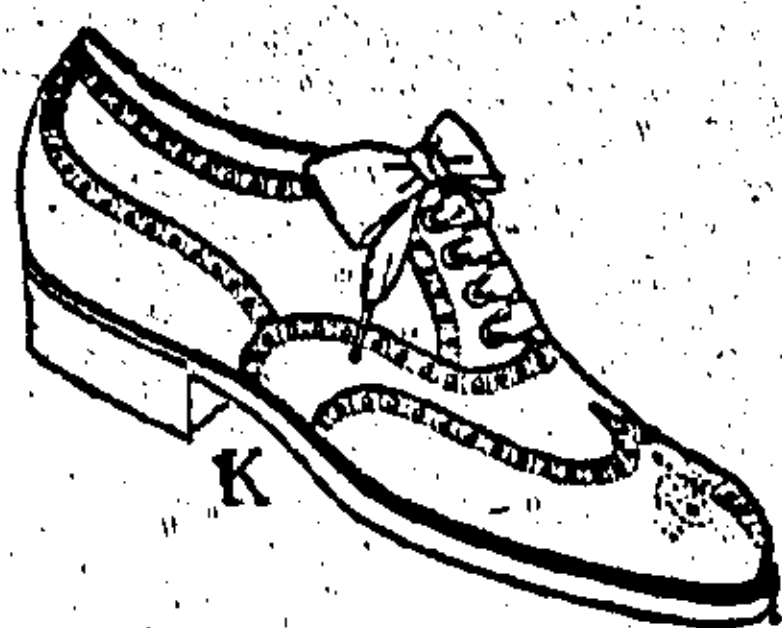
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HONGKONG.

OUR LONDON LETTER.

SUCCESSFUL INAUGURATION OF EMPIRE WIRELESS.

CLEAR MESSAGES TO AUSTRALIA AND NEW ZEALAND.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 18th.

THE MORRIS CASE.
The Morris case, as it is called, has been very fully reported in the papers here, in the section of the Press which lends itself to sensationalism and the sordid side of life. A good deal of the evidence was unprintable. After the hearing in the Police Court the result was a foregone conclusion when the next stage was reached at the Assize. For the average newspaper reader the only point of interest that remained was what the sentence would be. Two years' hard labour for certain counts in the indictment, and a further twelve months without hard labour in respect of other counts, with an order to pay £1,000 towards the costs of the prosecution, is regarded as by no means unduly severe, considering all the facts.

Two years' hard labour was the maximum sentence that could be imposed under the Act; and the tasks set unhappy prisoners condemned to such punishment are heavy in the extreme, including manual toil of the most irksome and physically exacting nature. Sometimes old criminals who have been "through the mill" and know what to expect when sentenced to only 18 months' hard labour have been known to ask the judge to make the sentence three years' penal servitude instead.

There is no editorial comment in the papers on the case, no doubt because the facts are so plain, the whole story is repellent to decent folk, and the moral is obvious. But in the course of the trial there have been a few allusions to Morris's life in China, and the inevitable suggestion that he may have imbibed Oriental ideas about the treatment of women. This is a conveniently vague but picturesque phrase which may mean anything or nothing at all. For the late monster of Pippingford Park, if it has any meaning, it means as regards the wrong treatment of English girls that—as has been written on the highest authority—"The way of transgressors is hard."

THE SPEAKER'S CHAIR.
The Empire Parliamentary Association is doing good work in striving to maintain strong sympathy with the British Houses of Parliament and the Dominions. The Association about three years ago presented to the Canadian House of Commons a replica of the Speaker's chair in the British House of Commons, and it has now been decided to make a similar gift to the Australian Commonwealth House of Representatives.

The replica is being built at Exeter, and the cost of it—about £800—has been subscribed without any difficulty at all. The Empire Parliamentary Association are sending a delegation to Australia next year. It is expected that Mr. Amery, the Secretary for Dominion Affairs, will lead the party, which will contain about sixteen members of the Imperial Parliament, and will be joined by representatives of the Dominion's Legislatures.

£1,000 A DAY.
I was in the Law Courts a few days ago and out of curiosity spent ten minutes in Mr. Justice Eve's court where an action concerning a patent is being heard. The patent concerns the manufacture of artificial silk from cellulose, and of course important trade interests—and big money—are at stake. The point of general interest is that the action began last March, and to all appearance it may not be finished by next March. It has already occupied the court 43 days. A conservative estimate places the cost of the trial at £1,000 a day. There are six counsel engaged, who of course all want "refreshers." But probably the most serious item in the expenses will be the fees of the expert witnesses. Expert witnesses on scientific and technical subjects are often more expensive than Counsel.

This is not of course the most expensive action as yet. There have been many where the daily cost has been quite £1,000. Where the action is limited to three or four days, that may not be serious in comparison with the issues involved. But when the days grow into weeks, and the weeks into months, it must be depressing for the parties, as they wake in the morning to have ringing in their ears the refrain, "£1,000 a day." Lord Birkenhead confessed the other day that as a young barrister he was briefed in an action concerned with some question in which the Hudson Bay Company were involved. It lasted a couple of years, and his fees enabled him to get married and set up housekeeping!

THE MINING SUBSIDY.
When the subsidy was granted to the coal mining industry by the Government to avert a stoppage in the coalfields, few people were so simple as to imagine £10,000,000 would be sufficient. The arrangement continues effective till next May. The £10,000,000 voted have already been spent, and this week Parliament has been called upon to vote another £9,000,000. It only goes to show that when once the State decides to meddle in industry no one can say where the process will stop—especially when it means paying out money from the public purse. If the Government get out of their present commitments to the mine owners and the miners under £30,000,000 there will be general surprise.

SAFETY AT SEA.

The Board of Trade have recently made regulations which will help to safeguard the lives of those who cross the oceans of the world. One regulation makes it compulsory for all British ships engaged in carrying passengers to equip at least one in every fifteen lifeboats with a 250-watt transmitter and a wireless direction-finding apparatus to facilitate rescue work at sea in time of disaster. Other regulations provide for a motor-driven lifeboat to take care of the smaller row-boats and thus still further minimise the chances of loss by the rescuers when the boats get scattered over a large expanse of water.

One of the first vessels to be equipped in compliance with the new regulations is the *Orbita*, which has two motor-driven lifeboats fitted with wireless instruments. I learn that the transmitting apparatus has established communication over a radius of 450 miles in daylight, and although this is extraordinary it is said that the effective radius will be 100 miles at any time.

Provided with this modern equipment small open row-boats will no longer drift helplessly in heavy seas waiting for some passing vessel accidentally to see their signals of distress.

CLOSING DOCKYARDS.

There was an interesting debate this week in the House of Commons on the closing of the Royal dockyards at Rosyth and Pembroke. The Scots and Welshmen joined forces in protesting against Government action in this matter. The reason for closing down is economy. Both Scotland and Wales are, however, severely hit by these Admiralty retrenchments. Mr. W. Adamson, the Labour ex-Secretary for Scotland, ominously declared that the closing down of Rosyth will redouble the agitation for Scottish Home Rule, and may even lead to a demand for separation. Colonel Watts-Morgan, for Wales, asserted that the closing down of Pembroke will estrange the Principality. And, finally, both Mr. Lloyd George and Mr. Ramsay MacDonald spoke vigorously against the Government, and in favour of the Labour motion of censure, upon which the discussion was based.

But the First Lord of the Admiralty is not easily ruffled. His case was simply that Parliament insists upon economy, and that his Board has decided that one of the economies shall be the cutting down of the dockyards from six to four. At the same time, he promised sympathetic consideration for claims for compensation. Upon a division, the Government won by 237 against 65.

PAYING AMERICA.

This week Great Britain paid to the United States a half-year's interest on our War Debt, the contribution involved being some £13,420,000, which also includes the contribution towards the Sinking Fund which is eventually to wipe out the capital of the debt. The transaction involved the transshipment of gold. It was, indeed, largely a matter of book entries, since credits were established in the United States for this very purpose at the time when Britain returned to the gold standard.

There is a melancholy pleasure in contemplating the payment of this huge sum, coupled with the knowledge that every six months the operation has to be repeated. John Bull feels he is doing the right thing in meeting his financial obligations, which is quite in accordance with his ideas of honesty and self-respect; but the payments to America are mainly on account of our late European allies in the war, who refuse to pay a penny of their debt to us.

RUGBY WIRELESS MARVELS.

The great Empire wireless station at Rugby which has been opened this week has proved to be an astonishing success. When the current was first switched into its three-mile aerial, nearly a fortnight ago, the results, it is stated, were not wholly encouraging, and stations all over the world were asked to be on the alert for full-dress tests.

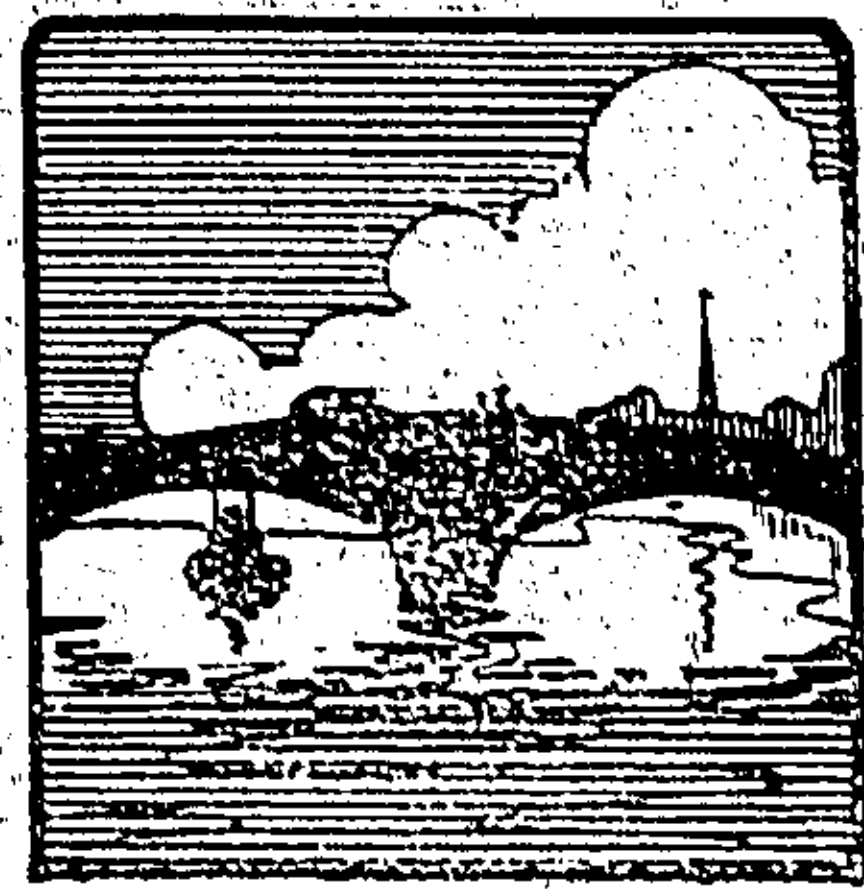
The first trial signals went out in broad daylight at midday and all of them were picked up admirably in Australia and New Zealand. According to Australia's strongest station, at Pennant Hills, near Sydney, the code messages sent them came through with amazing clarity. South Africa describes Rugby as the most distinct station in Europe. It is predicted that by the end of the year Rugby's 18,200 metres wave length will be transmitted direct to ships in the far corners of the seven seas, and to the remotest receiving-outposts of the Empire.

I am informed that these results have been achieved with only half the huge mileage of the Rugby aerials, the other half having been employed for two-way correspondence with the United States. Indeed, an enthusiast with great knowledge of the subject tells me that the Rugby station appears to have brought direct telephonic correspondence between ordinary private subscribers to the Post Office telephones in this country and private telephone users in the United States at last within measurable distance of realisation.

MEDICAL HEROISM.

An account is published in the *Evening Standard* that half a dozen medical men in London have been inoculated with the living germ of cancer so that they may test the theories of Dr. W. E. Gye and Mr. J. E. Barnard, the distinguished research workers whose discoveries were referred to in one of my letters some months ago. Those two scientists believe that the cancer germ is only harmful if a certain unknown chemical agent is present, and none of the doctors inoculated there will be general surprise.

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LEATHER HANDBAGS from PARIS and on account
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HANDSOME AND USEFUL.

MAGASIN GENERAL.

[101]

LOCAL SPORT.

INTERPORT FOOTBALL.

TRIAL MATCH ON SATURDAY.

The Hongkong Football Association have arranged a trial game of probable Interport players for Saturday, on the Kowloon ground, kick-off at 4 p.m.

Mr. E. Wynne has been chosen Captain, and will take charge of the training arrangements.

The team will leave by the s.s. *President Jackson* on February 9th and the Interport match will be played at Shanghai on February 13th. Two other games have also been arranged. The team will return from Shanghai by the *City of Lahore* on February 18th.

The teams for the trial match on Saturday are:
Whites.—Clark (Police); Wynne (Police) (captain) and Bishop (Club); Mitchell (Surreys); Sims (Kowloon); and Leung Yuk Tong (S.C.A.A.); Taylor (Kowloon); Forsyth (Club); Humberstone (Surreys); Suen Kam Shun (S.C.A.A.); and Brown (Club de Recreo).

Colours.—Rodger (Club); Wheeler (Kowloon) and Xavier (Club de Recreo); McGreavey (Surreys); Stewart (Club) (captain) and Bristowe (Surreys); Charlesworth (Surreys); Howard (Club); Gosano (Club de Recreo); Butler (Surreys); and Macklesworth (Surreys).

ROYAL HONGKONG GOLF CLUB.

BOGEY AT FANLING.

The result of the games on 16th-18th January were:
J. S. McLaren and M. H. Roffey, all square divide.

Other scores:
H. H. Pethick 2 down.
W. L. Dunbar 3 down.
N. Currie 3 down.

HOCKEY.

The following will represent the Club against H.M.S. *Hawkins* at 5 p.m. sharp to-day at the U.S.R.C.—E. W. Hamilton, C. L. R. Becher, A. D. Dand, A. S. Hatt, E. J. R. Mitchell (capt.), E. W. Martin, H. Owen Hughes, W. Woodward, Lt. G. Sillitoe, R.M., Lt. E. H. Jacobs Larkcom, R.E., A. D. Ball.

CRICKET.

The following teams will represent the Hongkong Cricket Club in friendly fixtures on Saturday next, January 23rd, commencing at 2 p.m.:—

1. Kowloon (at home):—R. Hancock (capt.), C. L. R. Becher, H. C. Burgess, A. W. Hayward, H. Owen Hughes, P. Jacks, E. C. Lammert, H. V. Parker, T. E. Pearce, T. B. Powell, and H. G. Sheldon.

2. Indian R.C. (away):—E. J. R. Mitchell (capt.), E. J. Armstrong, W. T. Featherstone, W. W. Mackenzie, A. K. Mackenzie, R. E. H. Oliver, J. A. H. Plummer, T. D. E. Pendered, G. R. Vallack, M. M. Watson, and F. N. Young.

with the unaccompanied germ has developed cancer.

I believe that most people will think that they took a horrible risk and will admire their heroism. So will other medical men. But many doctors engaged in the researches of the origin and infectiousness of baffling diseases have been equally ready to risk their lives to test a theory. Before the scientific world learned the reason for the ravages of yellow fever medical men had tested every means they could think of by which the infection might be spread. They slept on the beds on which patients had died, and submitted themselves to worse tests than that.—H.E.

ILLICIT OPIUM.

CHINESE SENTENCED FOR BEING IN POSSESSION OF DRUG.

A Chinese was fined \$300, with the alternative of two months' hard labour in default, for possession of lbs. of raw opium, and also fined \$2,000, or eight months' hard labour in default, for possession of five tins of prepared opium, by Mr. R. E. Lindsell, at the Central Magistracy yesterday afternoon.

The evidence showed that the drugs were found in a cubicle during a raid carried out at No. 12, Fat Hing Street, on Sunday, by Chief Preventive Officer S. J. Clarke and a party of revenue officers.

C.P.O. Clarke told His Worship that the defendant was undoubtedly a dealer in opium on a large scale, as he had found evidence of this when the raid was made. Seals were found and also raw and prepared opium.

Defendant denied that the drug was in his possession or belonged to him and said that the witnesses had told lies. He did not live at the address given though a relative of his did so.

His Worship then passed the above sentences.

"ENGLAND'S DOLE EXPLAINED."

MISAPPREHENSIONS IN AMERICA.

From "The Journal of the British Empire Chamber of Commerce in the United States of America." Interviewed before leaving New York, Mr. Looock, Overseas Director of the Federation of British Industries, stated that one of the points which had most impressed him during his stay in America was the misapprehension as to the so-called dole or unemployment benefit in England. Mr. Looock pointed out that this scheme was contributory and that workmen, masters, and the Government each paid their share. The men having paid as it were their premiums were entitled to receive benefits and as soon as employment increased in England the reserves of the fund would be built up and the Government would gradually be repaid the sums advanced. Mr. Looock compared the present position to that of a large industrial corporation with a Pension Fund in which, owing to some catastrophe, an abnormal rate of disbursement occurred in a given year. He continued that there may be arguments as to whether a Government unemployment scheme is or is not desirable, but in England to-day the scheme exists, contributions are being paid and the contractual obligations have to be fulfilled.

NORTH POLE FLIGHT.

ATTEMPT BY AUSTRALIAN EXPLORER NEXT SPRING.

Plans are announced for an important Polar expedition by aeroplane in the spring.

The commander of the expedition is Captain G. H. Wilkins, the Australian explorer and airman, who will attempt to reach the "Pole of relative inaccessibility," starting from Point Barrow, Alaska, about the middle of March. If he reaches this Pole, Captain Wilkins may fly on across the geographical North Pole to Spitzbergen.

The airman will travel light on his flights, with food for only a few days, relying upon seals as food in the event of a forced landing.

NEW CANTON LOAN?

A USE FOR EXPECTED FUNDS FROM HONGKONG.

[FROM OUR CHINESE CORRESPONDENT.]

Mr. Fok Chi Ting, a Canton merchant identified with the Kuomintang Political Party, has been appointed Chief of the Public Loans Division of the Finance Commissary of the Government. It is reported that a plan is being drafted for the issue of a ten-million dollar loan, and the suggestion has been made that part of the proceeds shall be devoted to the Whampoa Development Scheme.

A certain Kuomintang leader, it is reported, is entertaining the belief that the coming settlement of the "anti-imperialist" boycott of Hongkong by Canton will result in a financial grant from certain circles in Hongkong for the relief of the workers who have been out on strike, and that the strikers may be induced to invest all or a part of the funds they receive in Kuomintang Government bonds.

So far, however, nothing official has been published regarding the proposed bond issue.

CANTON SUBSIDIARY COIN. COLLECTING SPURIOUS PIECES.

[FROM OUR CHINESE CORRESPONDENT.]

Complaint is rife in Canton regarding what is outwardly a perfectly legitimate government action, but having regard to the history of the matter, it is widely regarded as an act of injustice. The Canton Government is ordering the seizure of all spurious coins found in transportation, offering a reward of 50 per cent. of whatever may be realized from this base metal.

The regular Canton Government Mint did not operate for two years or more, and militarists commanding the troops in the districts are said to have turned out in factories styled "ammunition works" at least \$2,500,000 worth of subsidiary 20-cent pieces. These debased coins the public were required to accept as legal currency. Wuchow, Swatow, and other ports have been trying to solve this problem by opening an agency to collect all the bad coins at an appraised value and recoin them according to the required standard.

THE KUOMINTANG. ELECTION OF OFFICERS.

[FROM OUR CHINESE CORRESPONDENT.]

Before the adjournment of the national conference of the left wing of the Kuomintang in Canton on January 16th, officers for the ensuing two years were chosen. Among the 33 elected to the Central Executive Committee were Mrs. Sun Yat Sen, widow of the late chief of the Party, and Mrs. Liao Chung Hoi, widow of the late labour party leader who was assassinated last August.

Mr. Wang Ching Wei, who has been for the last few months Chairman of the Central Executive Committee, was re-elected and is in consequence regarded as likely to succeed to the leadership of the Party.

Mr. Sun Fo, son of the late Dr. Sun Yat Sen, who was recently accused by his comrades of having deserted the Left in order to receive the offer of leadership in the Right Wing, has been virtually exonerated of the charge by his election to the Central Executive Committee by a vote of 142. He was lowest in the list of votes cast. Mr. Wang Ching Wei topped the list with 249 votes. Others elected included Mr. T. V. Soong, brother-in-law of the late Dr. Sun, Mr. Eugene Chen, English editor of the Peking *Ming Pao*, and Dr. C. C. Wu, son of the late Dr. Wu Ting Fang. General Chiang Kai Shek, General Tan Yen Kai, and Mr. Hu Han Min, all better-known leaders of the Kuomintang, retained their seats in the Committee. All the army corps commanders in the Kuomintang Army, except General Li Fuh Lin, were also elected. Altogether six militarists were given seats in the Committee.

Mr. Chau Lu, former President of Kwangtung University, and Mr. Tse Chi, a Minister of Justice in the defunct Military Government in Canton, were expelled from the Kuomintang for having denounced its present leaders as Bolsheviks.

Before the adjournment, the agreement of the late Dr. Sun Yat Sen and the Soviets to co-operate in the world revolution was solemnly re-affirmed.

POSITION OF CHANG TSO LIN. VIEW TAKEN OF IT AT MUKDEN.

[FROM OUR OWN CORRESPONDENT.]

MUKDEN, January 8th.

If ever a man were on the horns of a dilemma Chang Tso Lin surely is. The War Lord of Manchuria, as the vernacular newspapers love to term him, has triumphed over his enemies—true at tremendous cost as shall be related later—but he has now to placate his supporters, a task of considerable magnitude. Prior to the revolt of Kuo Sung Ling he ruled the Three Provinces with a firm hand; tuchuns and provincial parliaments alike bowed to his will. But these days are over. Chang Tso Lin has lost prestige: his power is broken.

At the moment he does not know what to do. In the first place the disaffected soldiery have to be restored to the fold and the army reorganised. In time this may be accomplished by the expenditure of considerable money, but even then he has to reckon with the armies of Kirin and Heilungkiang which secured victory for him over the traitorous Kuo. The commanders of these forces will have to be rewarded, and therein lies the danger for Chang. If the rewards please them not, there will be trouble. If the rewards are ample it must be at the expense of Chang himself, either in money or in authority. So whatever happens Chang Tso Lin will no longer be the War Lord of Manchuria. And the tragedy is that there is no one strong enough to take his place.

The position as outlined is bad enough, but it has been worsened for Chang by the resignation of the Christian General. This is interpreted here as a move designed to force Chang to do likewise and leave the stage for others. By eliminating himself the Christian General has foiled his arch enemies, Chang and Wu Pei Fu, and left them no one to hate and no one against whom to wage war.

In conclusion, it may be pointed out that not only is Chang believed to be broken politically and economically, but financially as well. Whether he will rise phoenix-like from his dead ashes or will give place to another aspirant to power remains to be seen.

REVENUE RAISING AT SWATOW. ALL BUSINESSES TO BE LICENSED.

Following the practice in force in Canton, the Bureau of Finance for the Chao-Mei Territory has proclaimed that henceforth businesses of all descriptions in Swatow and its territory must take out a Government license. The rules prescribe that the fee for the business license is fixed at 1 per cent. of the total capital invested in such business. When the capital invested in any business is under \$200, the fee will be \$2 per license. A license must be taken out before any new shop is opened; in the case of shops already in existence, the necessary license must be applied for within 20 days from the date of the operation of these rules.

When a shop ceases to operate or its business is sold from one owner to another, its license must be surrendered for cancellation. When the capital invested in any business is increased, a new license must be taken out. Any person who attempts to trade without a Government license or offends against the rules relating to transfer or increase of capital becomes liable to a fine equivalent to three times the fee charged for the license.

A License Officer is at liberty to inspect any license issued and make investigations to confirm the amount of capital involved in any business.

THE ARMS ORDINANCE. LICENCES FOR TOY PISTOLS.

Two Chinese shopkeepers were charged at the Kowloon Magistracy yesterday, with possession of a number of toy pistols without having a licence.

Sergeant Kennedy, who prosecuted, said that toy pistols came within the scope of the Arms Ordinance, and offenders were liable to punishment. He asked that the men be cautioned as a warning to others.

Mr. Hamilton, the Magistrate, accordingly discharged the defendants with a caution.

PROPERTY AUCTION.

At the China Auction Rooms, Duddell Street, yesterday, Mr. E. V. M. B. de Sousa offered for sale by public auction, Nos. 9 and 11, Prince's Terrace, with the land adjoining. The upset price was \$35,000, and the property was knocked down to Mr. Li Sing, for \$45,000.

REVOKING A PROBATE.

THE LATE MR. M. J. D. STEPHEN'S WILL.

APPLICATION GRANTED IN SUPREME COURT.

Before Sir Henry Gollub, the Chief Justice, in the Supreme Court yesterday, an application was made for revoking probate of the will of the late Mr. M. J. D. Stephens, of Hongkong.

The Public Trustee in England, represented by Mr. Eldon Potter, K.C., and Mr. F. C. Jenkin, and by Mr. Mattingley, as his agent, was the plaintiff. The Official Trustee in Hongkong, represented by the Hon. Mr. J. H. Kemp, K.C., the Attorney-General, was the defendant.

Mr. Eldon Potter moved that the probate of the will of the late Mr. M. J. D. Stephens, dated November 17th, 1914, probate of which had been granted on July 6th, 1923, be revoked and declared null and void, because to all intents and purposes, it was made *per incuriam*. Mr. Potter also moved that the exemplification of the probate which was granted plaintiff on September 24th, 1925, by the Principal Registry of the Probate Division of H.M. High Court of Justice in England, be sealed by this Court, in respect of the personal estate of the deceased in the Colony of Hongkong.

Counsel, continuing, said that the application was not made in any capricious or fault-finding spirit, but the more they went on with the administration of the estate, the more it became apparent that real difficulties were created by the appointment in its present form.

There were two grounds on which the application was moved: first, that the Official Trustee was incapacitated from taking grant of probate; secondly, the powers of the Official Trustee were defined by the will, and they were limited. Counsel submitted that it was only in certain cases that the Official Receiver was allowed to act as Official Trustee; it was only when a trust was handed over to him that he was entitled to do so. This was contrary to the law in England, where the Public Trustee was given express powers in the matter. The will itself made it clear that the Official Receiver should not have the power which he had in the present case.

His Lordship: Is it another case of a lawyer making a will for himself?

Counsel replied that he was not sure; the will was made in England. It might have been more clearly expressed.

His Lordship: The Official Receiver in Hongkong thought he was allowed to intermeddle without being appointed.

Counsel replied that all that Mr. Stephens did was to make the Receiver his custodian. The trustee at home was the only real effective trustee. Quoting the last paragraph in the will, Counsel said that the Public Trustee was empowered to send a man as his agent to Hongkong. Mr. Mattingley had been appointed for that purpose. Concluding, Counsel said that the testator never intended to give power to the Official Trustee in Hongkong.

The Attorney-General offered no opposition, and his Lordship granted the application and intimated that he would deliver a formal judgment later.

FIREMAN'S DEATH.

FALL FROM LADDER DURING FIRE DRILL.

VERDICT OF ACCIDENTAL DEATH.

The enquiry concerning the death of Wong Son, a recruit member of the Hongkong Fire Brigade, who died on December 31st from injuries received through falling from a height of forty feet while carrying out ladder drill at the tower at the Wanchai Fire Station, was continued by Mr. R. E. Lindell, sitting as Coroner, at the Central Magistracy yesterday.

The members of the jury were: Messrs. W. M. O'Brien (foreman), F. M. X. da Silva and T. Wong.

As reported in the *Daily Press* last week, Wong Son took his turn in climbing the tower and reached the fourth storey without trouble. He then unhooked the ladder and rehooked it to the fifth and last storey above him and prepared to climb. Apparently he lost his nerve and letting go the ladder with his right hand he dropped to the ground. He died in the Government Civil Hospital later the same day.

Prior to resuming the enquiry, Mr. Lindell and the jury visited the Wanchai Fire Station and witnessed a demonstration of hook ladder drill and inspected the ladder from which deceased fell.

A Chinese fireman said that after the accident, he went to the top storey of the tower and climbed down the hook ladder. He had found the ladder hooked quite securely and he descended without any trouble. The ladder was in perfect order.

In summing up, the Coroner told the jury that the points they had to decide were: (1) Was the ladder in good working order? (2) Was the drill properly and reasonably carried out and (3) That Wong Son was not given more to do than might reasonably be expected of him.

The jury replied to these points in the affirmative and returned a verdict of "accidental death."

TRAFFIC SUMMONSES.

LONG LIST AT CENTRAL MAGISTRACY.

SEVERAL EUROPEANS CHARGED WITH MINOR OFFENCES.

A long list of traffic cases were dealt with by Major C. Willson at the Central Magistracy yesterday.

A Chinese was fined \$25 with the alternative of a month's imprisonment for dangerous driving in Garden Road, on a Sunday morning.

The driver of a motor lorry was fined \$5 for having a defective brake.

AN INDIAN'S DEFENCE.

An Indian lorry driver, charged with disobeying the signal of a Sikh policeman at the junction of Arsenal Street and Queen's Road East, alleged that the constable was prejudiced against his religion.

Evidence was given to the effect that defendant was signalled to stop to enable a tram-car to turn from Arsenal Street into Queen's Road East. Defendant ignored the order and the tram had to pull up almost immediately.

Defendant was fined \$10.

OVERCOAT LEFT IN A CAR.

A Chinese driver was summoned for failing to return an overcoat which had been left in his car. Motor-drivers are required by law to hand over to the police any articles left by customers in their cars.

Defendant said that the coat was left in the car by Mr. A. Ross, of Messrs. Lever Bros., and he had kept it until the owner came to claim it.

Chief Inspector Kent said that had not Mr. Ross reported the matter, and recollected the number of the car, the coat might never have been recovered. Mr. Ross valued the coat at \$120.

Defendant was fined \$100, with the alternative of six weeks' imprisonment.

P.W.D. MAN'S COMPLAINTS.

Mr. A. J. Wheelton was charged with having left his motor-cycle unattended opposite the City Hall on December 28th. Defendant said that he did not leave the machine at the spot where it was found, but had left it in the parking place near the fountain, and the police had removed it.

Chief Inspector Kent said that at night-time, when there were performances in the Theatre the cars were removed, but it had not been done in the present case.

Defendant also complained that he received the summons 15 days after the alleged offence, and he might easily have forgotten what really happened.

A fine of \$5 was imposed.

MISTAKEN FOR A SALUTE.

A Hongkong Hotel Garage driver was fined \$20 for dangerous driving up Stubbs Road. The police stated that defendant was driving at the rate of twenty miles an hour.

Defendant said that when the European sergeant, raised his hand, he took it that it was a salute.

EUROPEAN FINED.

Mr. G. R. Vallack was fined \$10 for speeding whilst driving a motor-cycle combination in Morrison Gap Road on December 19th.

RACE PONY INJURED.

A Chinese youth was charged with negligent driving of a motor-cycle at Leighton Hill Road, when he ran into a race pony, Elmleaf, owned by Mr. A. H. Carroll.

Mr. Haroon, who appeared on behalf of the owner, stated that about \$70 had been spent in treating the pony. The animal was severely bruised on the buttock.

Defendant said that the pony backed into his machine.

A fine of \$5 was imposed, and the question of compensation was deferred.

EUROPEAN ARCHITECT'S LICENCE.

The driver of a car, owned by Mr. Collett Little, was charged with negligent driving.

Acting Chief Inspector Kent, the complainant, said whilst he was driving his car along Seymour Road, the defendant crashed into him, in spite of the fact that he had sufficient space to pass. Compensation had been paid for the damage done to the car.

Defendant was fined \$25.

After the accident, it was found that the car licence had not been renewed, and Mr. Little was summoned.

Mr. C. G. Anderson, attending on behalf of Mr. Little, said that he had been asked to express regret. A clerk had been instructed to obtain the new licence, but had left the office without having discharged his duty. Mr. Little had been ignorant of the omission all along.

A fine of \$10 was imposed.

WEATHER REPORT.

The Royal Observatory issued the following report at 6 p.m. yesterday:—

The depression over the Sea of Japan is moving Eastward. The anti-cyclone has formed over China and has deepened. The monsoon will freshen along the S.E. Coast of China and over the N. China Sea.

Local forecast: N.E. winds, moderate to fresh; overcast, some drizzle or mist.

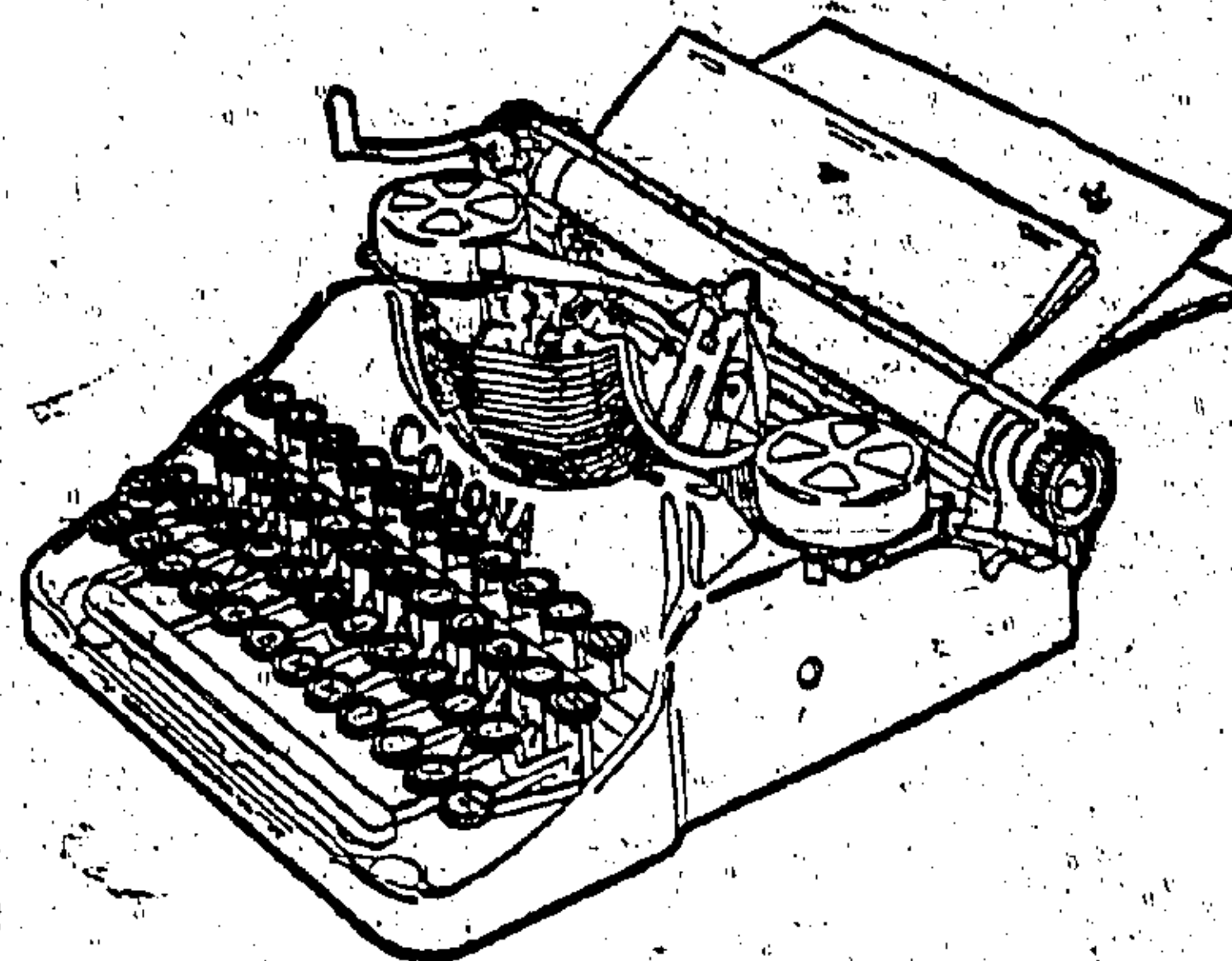
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| | LESS THAN THE DUST | " |
| 1665— | THE KASHMIRI SONG | " |
| | TILL I AWAKE | " |

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NEW ADVERTISEMENTS

HONGKONG POLO CLUB.

MEMBERS are Requested to Note that in future the Regular Day for Play will be MONDAY, WEDNESDAYS and SATURDAYS. [3089]

HONGKONG POLO CLUB.

THE FINALS of the KOYLLI CUP will be Played on SATURDAY, 30th JANUARY, at 8 p.m., on the Club Ground. The Match will be followed by the GYMKHANA Events given below:-

- 1.—The Stakes.
 - 2.—THURSDAY & NEEDLE RACE.
 - 3.—MUSICAL CHAIRS.
 - 4.—BENDING RACE.
 - 5.—OBSTACLE RACE.
- ENTRY to these Events is OPEN to All Members of the Hongkong Polo Club and to Subscribers to the FAN LING HOUNDS. Entry lists showing Conditions of Events are posted at the Clubhouse, the Stables and at the GYMKHANA Club and will be CLOSED on TUESDAY, JANUARY 26th.
- Admission to the Match and GYMKHANA is Open to Subscribers to the FAN LING HOUNDS, Members of the Polo Club and their Guests. Tea will be served and Refreshments provided. [3088]

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FURNISHED HOUSE on PEAK. Modern Conveniences.
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c/o Hongkong Daily Press. [3087]

TO LET.—Self Contained Flat in Armand Buildings, Kowloon, Four Large Rooms, Kitchen, Servants' Quarters, etc. Furniture and Fittings may be Taken Over if Required. Apply—Post Office Box 608, Hongkong. [3082]

FOR RENT Unfurnished Houses, Hongkong Side, Splendid Position; One Bathing Hut, Central Position at Repulse Bay, Cost \$1,600. Offers wanted to Rent or Outright Sale. SMALL INVESTORS. Tel. 4930.

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ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCE BUILDING" at "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL, (between CHARTERED BANK and MESSAGERS BANK).
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BANQUE DE L'INDOCHINE,
Chater Road. [2807]

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GODOWNS in ALEXANDRA BUILDINGS (Basement).
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SECRETARY,
A. S. WATSON & Co., Ltd. [2082]

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TWO Newly-constructed EUROPEAN HOUSES, MAGAZINE GAR, MOTOR ROAD, Three Flats, Three Large Rooms, each with Kitchen, Servants' Quarters and Bath Room, fitted with Flush System.
Garage provided. Immediate possession.
Apply—
SANG KEE,
New Bank Building. [2221]

SANITARY DEPARTMENT.

NOTICE IS HEREBY GIVEN that as Two Cases of Rabies have recently been reported in the Colony, I am Not until further notice prepared to give permits (in accordance with Government Notification No. 555 of 24th October 1924) for Dogs to Cross the Harbour unless I am satisfied of urgent necessity in Each Case.
W. J. REIDY,
Colonial Veterinary Surgeon.
Hongkong, 18th January, 1926. [3086]

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TO LET.—EUROPEAN FLATS, in Mohan Building, 341, Nathan Road, Kowloon, with All Modern Conveniences.—Apply to Messrs. KATAMALLY & Co., 3 & 5 D'Almeida Street, Hongkong. [178]

INTIMATIONS

HONGKONG JOCKEY CLUB.

ENTRIES for the Forthcoming RACES CLOSE on SATURDAY, JANUARY 23rd, 1926, at 3 p.m., and must be sent to the SECRETARY, c/o LINSTEAD & DAVIS, Alexandra Buildings on or before This Date.
Entry Forms are Now Ready and can be had at the JOCKEY CLUB STABLES, RACE COURSE, HONGKONG CLUB or LINSTEAD & DAVIS. [3042]

HONGKONG JOCKEY CLUB.

3rd DAY, 7th RACE, Sat MARCH, 1926.

THE UNITED SERVICES CUP

NOTICE IS HEREBY GIVEN that the Conditions for This Race have been Altered and should Read as under:-
CONTRIBUTIONS.—A Cup will be presented to the Winner with \$400 added. Second \$250 Third \$150. For China Ponies the bona fide property of, and to be ridden by, Officers of H. M. A Regular Forces. "Folio Ponies" leased by Officers will, for the purpose of This Race, be considered as the bona fide property of such Officers. Overt Weights at 160 lbs. Entrance Fee \$5. Once Round (about 7 Furlongs and 55 yds). [3044]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that The THIRTY-SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARVIS, MATTHEWS & Co., Ltd., on WEDNESDAY, 27th JANUARY, 1926, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1925.
The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 15th JANUARY, to WEDNESDAY, 27th JANUARY, both days inclusive, during which Period No Transfer of Shares can be registered. By Order of the Board of Directors.
L. S. GREENHILL,
Secretary. [3056]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.C. R.A.S.C., HEADQUARTERS OFFICES, Victoria Barracks, Hongkong, until 12 o'clock Noon on the Dates stated, for the undermentioned Services for a Period of 12 Months from the 1st APRIL, 1926:
Fuel 5th Feb. 1926.
Indian Supplies 8th " "
General Supplies 'A' 9th " "
General Supplies 'B' 9th " "
Meat, Fresh or Frozen 11th " "
and Live Goats 11th " "
Forage 11th " "
Barrack Services 12th " "
Transport Services 18th " "
Hospital Supplies 19th " "
Tender Forms and any Necessary Information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily, except Sundays. [3083]

DERRINGTON.

HIGH CLASS PRIVATE HOTEL.

3, PEAK ROAD. TEL. CENTRAL 4464. [3031]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS & LONDON.

THE Steamship "LAHORE" carrying His Majesty's Mails, will be despatched from this Port at 4 p.m., on THURSDAY, the 21st JANUARY, 1926, taking Cargo for the above Ports.

Silk, Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London. Parcels will be received at this Office until 5 p.m., on the Day previous to Sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 15th January, 1926. [3074]

THE EAST ASIATIC CO., LTD. OF COPENHAGEN.

THE Steamship "KINA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th of January, 1926, 4 p.m., will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Aikie on the 28th of January, 1926, at 10 a.m.
All Claims against the Vessel must be presented to the Underwriter before the 28th of January, 1926, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JOEN MANNERS & CO., LTD., Agents.
Hongkong, January 18th, 1926. [3085]

INTIMATIONS

CHEFOO HARBOUR IMPROVEMENT COMMISSION.

TENDERS INVITED FOR SUPPLYING RAILWAY RAILS, ETC.

THE CHEFOO HARBOUR IMPROVEMENT COMMISSION invites TENDERS FOR SUPPLYING RAILWAY MATERIALS consisting of 3000 Rails for Tracks to a Total Length of about 3400 Feet together with the Necessary Joints and Fastenings and also 15 Switches and Frogs.
Drawing and Specifications can be obtained on Application to The COMMISSION'S MAINTENANCE ENGINEER.
Sealed Tenders accompanied by Drawings and Detail Specifications and endorsed "TENDERS FOR RAILS" must be delivered to the TREASURER, CHEFOO HARBOUR IMPROVEMENT COMMISSION, CHEFOO, Not Later Than the 6th of MARCH, 1926.
The Harbour Commission does not bind itself to accept the Lowest or any Tender.
R. C. L. DANJOU,
Treasurer.
CHEFOO HARBOUR IMPROVEMENT COMMISSION. [3084]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD PROPERTIES

Situate at MONGKOKTSUI, Kowloon, in the Colony of Hongkong, and known and registered in the Land Office as—
KOWLOON INLAND LOT No. 1613 (Area 1,659 Square feet. Crown Rent: \$8) AND
KOWLOON INLAND LOT No. 1615 (Area 1,659 Square feet. Crown Rent: \$8) Together with Four Messuages thereon in RECLAMATION STREET, MONGKOKTSUI, aforesaid.
TO BE SOLD IN ONE LOT.
ON THURSDAY, THE 21st DAY OF JANUARY, 1926, At 3 o'clock, P.M.

THE CHINA AUCTION ROOMS, 4, Duddell Street, Victoria, Hongkong, BY Mr. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong, Solicitors for Mortgagee, OR TO
Mr. E. V. M. R. DE SOUSA, The Auctioneer, Hongkong, 11th January, 1926. [3081]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA, HONGKONG, and known as MARINE LOT No. 3, together with No. 119, CONNAUGHT ROAD CENTRAL and No. 237, DES VOUTS ROAD CENTRAL erected thereon.
Area: 2,240 Square feet, Crown Rent: \$42.00, AND
MARINE LOT No. 346, together with No. 120, CONNAUGHT ROAD CENTRAL and No. 239, DES VOUTS ROAD CENTRAL erected thereon.
Area: 2,225 Square feet, Crown Rent: \$42.00.
TO BE SOLD IN TWO LOTS.
ON TUESDAY, THE 26th DAY OF JANUARY, 1926, At 3 o'clock P.M.
At THREE SALES ROOMS, Duddell Street, Victoria, Hongkong.

BY Messrs. LAMBERT BROTHERS, Auctioneers, For further Particulars and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES & MASTER, Princes' Building, Hongkong, OR TO
Messrs. LAMBERT BROTHERS, The Auctioneers, Hongkong, 12th January, 1926. [3069]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA, HONGKONG, and known as SECTION C. of the NORTHERN PORTION of the PRAYA RECLAMATION to the REMAINING PORTION of MARINE LOT No. 69, together with No. 39, DES VOUTS ROAD WEST and No. 71, CONNAUGHT ROAD WEST erected thereon.
Area: 2,440 Square Feet.
Crown Rent: \$44.71.
TO BE SOLD IN ONE LOT.
ON TUESDAY, THE 26th DAY OF JANUARY, 1926, At 3 o'clock P.M.
At THEIR SALES ROOM, Duddell Street, Victoria, Hongkong.

BY Messrs. LAMBERT BROTHERS, Auctioneers, For further Particulars, and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES & MASTER, Princes' Building, Hongkong, OR TO
Messrs. LAMBERT BROTHERS, The Auctioneers, Hongkong, 12th January, 1926. [3070]

INTIMATION

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED.

ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841

DEATH.

JELFS.—At Shanghai, on January 10th, CHARLES JELFS, of Messrs. Alex. Campbell & Co., Ltd., aged 37 years.

Hongkong Office: 1A, Chater Road. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, JANUARY 20TH, 1926.

THE RUSSIAN NAVY.

The average reader on glancing at this headline will probably say "The Russian Navy is very like the Swiss Navy: it doesn't exist." But when we see a Service paper remarking on the (distant) possibility of the Soviet Fleet proceeding to Vladivostok "with a view to taking an active hand in the affairs of China," the average reader's impression of Russia will be seen to stand in need of revision. The Service paper's view is that "we are certainly justified in regarding the Bolshevik Fleet as a disquieting factor." Not, however, on account of its present size, but because of the developments which are foreshadowed. We are told that Russia "has scraped together a Fleet of considerable dimensions, even if of questionable efficiency, and she has placed definite orders for new warships to the extent of twenty millions sterling within the next three years." Thus, while the naval power of other countries decreases under a policy of international disarmament, that of Russia will relatively increase. For the moment fears of this character will be discounted by the authoritative announcement that the Soviet has decided to accept the invitation of the League of Nations to participate in a preliminary disarmament conference. The Soviet, however, makes it a condition that the conference shall not be held on Swiss territory. The reason for this was given in an unofficial telegram some ten days ago. It is because of

"the refusal of the Swiss Government to satisfy the Soviet's demands in respect of the assassination of Vorovsky" in Switzerland in 1923. No reasonable person will have any difficulty in believing that if the Swiss Government has refused to satisfy the Soviet's demands it must be because the demands preferred are such as no Government in the world could accept. Swiss territory is the most neutral ground in all Europe. That is precisely why Geneva was made the headquarters of the League of Nations, and until reasons for Russia's refusal to participate in conferences held on Swiss territory are forthcoming which can be recognised by the nations generally as substantial, the condition Russia attaches to "her acceptance of the League's invitation is apt to have the appearance of a mere pretext for delaying her participation in the discussions, thus gaining time for the building of her new Fleet. However that may be, the world is not likely to be seriously disturbed over the "possibility" of the Soviet sending a Fleet out to Vladivostok with a view to taking an active hand in affairs in China. That possibility, to say the least, is extremely remote. Even at the present rate of Russian naval development it will be a very long time before the Soviet will possess so powerful a Navy as the Czars had when Russia embarked on her disastrous war with Japan, and the memory of the fate of the Russian Armada which came to the Far East must always remain in the Russian mind as a terrible warning against naval adventures in this part of the world.

Mr. Hetling of the First Dutch Air Company made his last flight in Hongkong yesterday. His machine will now be crated for Manila.

The annual Burns anniversary dinner under the auspices of the Hongkong St. Andrew's Society will be held next Monday night at the Hongkong Hotel.

A Chinese was sent to prison for three months with hard labour, at the Central Magistracy yesterday, for stealing a gold watch and chain from a man's pocket in Stanley Street, on Monday.

The return showing the number of cases of notifiable diseases which have occurred in the Colony of Hongkong during last week contains one (imported) case of small-pox and four cases of diphtheria (2 British and 2 Chinese).

Four Chinese charged with attempted armed robbery, were formally remanded for one week at the Central Magistracy yesterday. They were arrested on a stairway at No. 230, Queen's Road East, and wire, gags, and a dagger, were alleged to have been found in their possession.

Guests going to the Ball on board H.M.S. Hawkins on Thursday, January 21st, by motor-car, are requested to enter H.M. Naval Dockyard by the Prince of Wales gate and to leave by the Main gate, passing by H.M.S. Tamar. Cars may return by the Prince of Wales gate to park on the football ground opposite H.M.S. Hawkins.—ADVT.

THE "TUNGSHING."

DOUBT AS TO ADVISABILITY OF SALVING.

We are informed, says the N.C. Daily News, that divers have made a thorough examination of the Indo-China S.N. Co.'s str. Tungshing (which sank after colliding with the str. Empress of Asia off Black Point), but that a report of the survey is not yet available for publication.

We learn on excellent authority, however, that the hull of the vessel is already settling in the silt and that the damage, which extends from a point 80 feet from her stern, is serious. There is stated to be a strong doubt as to whether the Tungshing, in her present position and condition, would be worth the labour and expense that would be entailed in salving her without occasioning further damage. As she lies practically in the main channel of navigation, however, it is certain that she will have to be removed—either whole or piecemeal—at the earliest possible date.

S.S. "TAIPING."

RECEPTION HELD ON BOARD YESTERDAY.

Yesterday afternoon Captain H. E. Hamilton (Master) and the Owners gave a reception on the s.s. *Tai Ping*, built at Kowloon Docks to the order of Messrs. G. S. Yull & Co. of Sydney, which sails on her maiden voyage to Australia on Friday.

The ship was tastefully dressed with flags and bunting for the occasion, and the numerous guests were welcomed on board by the Captain, and Mrs. Douglas, wife of the representative of the Australian owners. Tea and other refreshments were provided, and dancing took place, music being supplied by the Hongkong Hotel Orchestra.

Among the guests were: Messrs. R. M. Dyer, G. M. Young, H. P. White, A. Cameron, W. Lang, S. Williamson, H. Tullis, G. L. Black, E. W. Duggan, R. W. Jenkinson, R. Brooks, R. Ralph, E. L. Matteson, C. G. Alabaster, K.C., J. M. Alves, Capt. Church, Chief Preventive Officer Clark, Messrs. F. W. James, E. W. Harrell, J. Daly, A. Keating, J. M. Henderson, Charles Bond, David Harvey, Capt. and Mrs. Innes and many others.

Chief Engineer, Mr. A. Forsyth, and Mr. L. A. Campbell, Purser and Chief Steward were very busy all day in showing visitors around.

THE "FEICHING."

STILL AGROUND AT THUNDER HEAD.

From a report made to the Harbour Office yesterday, by the master of the s.s. *Sunning*, from Shanghai and Amoy, it would appear that the s.s. *Feiching* (a China coaster belonging to the China Merchants Steam Navigation Company, and trading between Shanghai, Swatow and Amoy) is still ashore on Thunder Head, north of Swatow, 235 miles from Hongkong.

It will be recalled that the *Feiching* went ashore early on Monday morning of last week and that news of her grounding was brought to Hongkong by the Douglas steamer *Haining*.

The master of the *Sunning* reports that the *Feiching* was passed at 1 p.m. on Sunday. She appeared, he states, to be heavily stranded on the seaward side North of Thunder Head. The wreck had steam up and was apparently discharging cargo. There were two other vessels of the China Merchants Steam Navigation Company standing by in the vicinity.

On enquiry at the local offices of the C.M.S.N. Co., a *Daily Press* representative was informed that they know nothing more of the *Feiching* than what was contained in the report of the master of the *Sunning*.

The vessel, our representative was told, was not yet off Thunder Head and it was apparent that the cargo was being transhipped for the purpose of lightening the steamer so that she might be towed off.

A tug was despatched to her assistance last week immediately after news of her stranding had been received. It is thought that the *Feiching* is likely to have sustained damage, but to what extent is not known and she will probably go to dock on being refloated. All the passengers, of course, have been already transhipped.

FATAL JUMPS.

SEQUEL TO POLICE RAID IN QUEEN'S ROAD CENTRAL.

There was a tragic sequel to a police raid carried out in the early hours of yesterday morning at No. 288, Queen's Road Central, which had been kept under surveillance for some time and suspected of being used for unlawful purposes. The presence of the police created a panic, amongst some Chinese on the second floor, two of whom rushed to the veranda and jumped into the street. Both men received severe injuries and succumbed in hospital shortly after being admitted.

CABLES.

[THROUGH REUTER'S AGENCY.]

NAVAL CONSTRUCTION.

MR. BRIDGEMAN REVIEWS WORLD SITUATION.

London, January 18th.

In a speech at Ludlow, reviewing the Government's record, Mr. Bridgeman said it was not generally known that other great maritime Powers namely the United States, Japan, France and Italy had laid down since the war over three hundred warships, from cruisers downwards, while Britain's contribution was only eleven. "So don't let anybody say we led the competition in the new construction of warships."

PIECE-GOODS PROBLEM.

LANCASHIRE URGED TO MAKE COARSER GRADES.

London, January 18th.

Urging Lancashire to start the extensive production of cotton cloth of coarser grades, Sir William Clare Lees, ex-president of the Manchester Chamber of Commerce, in a speech, said that the growth of cotton in India and China was a factor that would have to be reckoned with. So long as eastern peoples were ready to buy cloth made from that cotton Britain should strive for a share of the business. He quoted statistics showing the remarkable increase in Japanese exports of piece goods to China, corresponding with a decline of British share.

THE RHINELAND.

BRITAIN CONSIDERS REPLY TO GERMANY.

London, January 18th.

Reuter learns that the British Government is at present giving attention to Germany's representations regarding the number of Allied troops in the Rhineland, with a view to replying suitably thereto after consultation with the Franco-Belgian Governments.

SQUASH RACQUETS.

CAPTAIN CAZALET WINS BATH CHAMPIONSHIP.

London, January 18th.

Playing at the Bath Club in the final of the Squash Racquets Championship, Captain Cazalet beat Captain Tomkinson 1/8, 13/15, 17/15.

BANKNOTE SCANDAL.

WASP'S NEST OF FORGERS TO BE SMOKED OUT.

Budapest, January 18th.

The Public Prosecutor has asked the examining-magistrate to arrest Bishop Zadravacs, the Chaplain General of the Hungarian Army, in connection with the banknote scandal. The magistrate has refused and the Chamber of Indictments has also declined to prosecute the Bishop on the ground that he is not engaged in criminal transactions and not attempting to flee from justice.

A WASP'S NEST.

Count Apponyi, in a speech at a social club, declared that the supporters of legitimism were organising not on political but social lines, and the next step would be the institution of an organisation of Hungarian women under the presidency of Countess Apponyi. He added that the wasp's nest of forgers must be smoked out.

POLAR EXPEDITION.

ITALIAN OFFICER TO TAKE CHARGE OF AIRSHIP.

Oslo, January 18th.

During a conference of the past few days a contract has been agreed upon under which the Italian, Colonel Nobile, commands the airship *Norge* for the polar expedition.

A route will be taken from Rome to Spitzbergen embracing Marseilles, Paris, Pulham, Leningrad, Vardoe and Kings Bay. If Leningrad is unavailable the *Norge* will go from Pulham to Vardoe and Oslo, Sweden. There will be sixteen or seventeen aboard, and they include, besides Amundsen and Ellsworth, Lieutenant Riser Larsen and Omdal of last year's expedition; also Captain Misting, of Amundsen's ship *Maud*; and scientific experts. There will be an Italian crew.

LATEST CABLES.

ANGLO-IRAQ TREATY.

Bagdad, January 18th.

The Iraq Parliament has ratified the new Anglo-Iraq Treaty, which is for a term of 25 years.

EARLIER CABLES.

STORM IN CANARIES.

GREAT DAMAGE DONE BY HURRICANE.

Madrid, January 18th.

Several persons were seriously injured and a hundred rendered homeless as a result of a hurricane breaking on the Canary Islands, according to messages from Las Palmas.

A deluge of rain swelled the mountain torrents with the result that bridges, roads and tramways were swept away.

Several villages were destroyed and banana plantations devastated, including one which was lately sold for a million pesetas and which was obliterated by the in-running sea.

Las Palmas town is a desolate sight. A number of houses have collapsed and whole streets have fallen in. Even the cemeteries are wrecked and coffins torn out.

GERMANY DISARMS.

Berlin, January 18th.

Regarded in the light of the German demarche, much interest attaches to the periodical report of the Inter-Allied Military Control Commission, which has just been forwarded to Paris, recording satisfactory progress in carrying out the Allied demands concerning disarmament and also fair progress with regard to effectives. The date the Commission terminates its work depends on Germany's willingness to settle the few points at issue outstanding.

HEALTH OF KRASSIN.

Paris, January 18th.

M. Krassin has arrived here from Moscow and leaves shortly to resume his duties at the Embassy in London, though, owing to the state of his health, he intends to take a fairly prolonged holiday in the near future.

FOOTBALL AT HOME.

DERBY DEFEAT PORTSMOUTH IN F.A. CUP.

London, January 18th.

In the English Cup re-play Derby defeated Portsmouth by two goals to nil, at Leicester.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

RESULTS IN RENEWED ORDERS FOR BRITAIN.

New York, January 18th.

The anthracite mines deadlock has resulted in renewal of interest in Welsh coal. It is reported that large orders were placed in Britain last week. Coke is very scarce and Steel Companies report extreme difficulty in obtaining supplies.

EARLIER CABLES.

U.S. RUBBER ENQUIRY.

SOLUTION OF PROBLEM IS NOT FAR OFF.

Washington, January 18th.

Mr. Hoover, giving evidence before the Rubber Investigation Committee of Congress, expressed the opinion that Americans were "well on the way" to a solution of the rubber problem without Government aid. He thought relief would be brought about by action similar to that of the American Motor Rubber Company which is contemplating definite projects in Ceylon, the Dutch Indies and the Philippines.

Mr. Hoover stated that the Administration had advised against direct loans by American banking houses. The British rubber and Brazilian coffee interests had grounds for the financial strengthening of such interests to operate against American consumers. Mr. Hoover submitted definite proposals, including the authorisation of federal conservation and control in emergencies; also provisions for joint buying of commodities at present under foreign control.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

WAR ONCE MORE.

MUKDEN CAVALRY ATTACK WEI YI SAN'S OUTPOSTS.

Peking, January 18th.

According to latest reports, Mukden cavalry attacked and drove back Wei Yi San's advanced posts near Wanchiatun, on Sunday. Wei, yesterday, began a general retirement from Shanhaikuan to Chinwangtao, where he will be in touch with the first Kuomintang leader, Tan Shih Tao, who is at Luanchow. Wei commands about 10,000 men and Tan about 5,000.

PEKING POLITICS.

DR. CHEN CHIN TAO REFUSES TO RETURN.

Peking, January 18th.

A mandate appoints the Premier, Mr. Hsu Shih Ying, to act concurrently as Minister of Finance.

Dr. Chen Chin Tao, until recently Financial Minister, has refused to return to office.

GREEK DEBT TO U.S.

HITCH IN NEGOTIATIONS AT WASHINGTON.

Washington, January 18th.

A temporary deadlock has arisen in the Greek debt negotiations, as the Greeks have informed the American commission that they are unauthorised to negotiate the funding of the fifteen million dollar war debt unless the United States will extend a further loan of thirty-three millions. The Americans have replied that they are unauthorised to make any further advances under the war credit. It is understood that the Greeks are cabling to Athens for instructions.

EARLIER HAPPENINGS.

During the war the United States extended a credit of fifty million dollars to Greece but only fifteen millions were actually advanced. The Greek Government now, apparently, desires, as a condition of the funding settlement, to draw on the balance of this war credit after allowing for accrued interest on what has been actually advanced.

THE WORLD COURT.

SENATOR BORAH ATTACKS U.S. PARTICIPATION.

Washington, January 18th.

In the Senate, Senator Borah made another of his attacks on the proposal of the United States to join the World Court, and suggested that the February 10th vote should be taken on a resolution of America's adherence, but this is too distant to suit most of those in favour of the proposal. The situation is becoming difficult for the opponents of the World Court, as the Tax Reduction Bill is the only other measure pending before the Senate.

The House of Representatives, by 359 votes to 1, has carried a resolution, appropriating 50,000 dollars for the expenses of American representation at the preliminary disarmament discussions at Geneva.

MANCHESTER GOLFER.

ACCEPTS PROFESSIONAL POST IN NEW YORK.

New York, January 18th.

While staying at St. Augustine, Florida, Archie Compston, the North Manchester golf professional, who is touring the States with Massy, has intimated that he has tentatively accepted an appointment with the New York Metropolitan and District Club. Thus, Britain loses one of her best known golfing personalities.

LAWLESSNESS AT SWATOW.

LOCAL POLICE AND THE LABOUR UNIONS.

AN EXTRAORDINARY STATE OF AFFAIRS.

Brief reference has been already made in the *Daily Press* to collisions recently between the police and the labour unions at Swatow. Concerning the latest disturbance, on the night of the 12th inst., a vernacular paper gives the two following accounts as "representative stories" relating to it:

(1) Shortly after dark yesterday, policemen of all stations in the city paraded to the Bureau of Public Safety and appealed for redress of their grievance. The Commissioner of Public Safety received them, and in the address he delivered before them he advised them to return to duty pending settlement to be decided upon later. After this they returned to their respective stations, but none of them was willing to sign on duty. Hearing of this, the Commissioner of Public Safety visited the several stations to put them back to work. Through his efforts, a few of the members of the No. 1 Station finally went on duty, but by about 7 p.m. a tumult was heard in the vicinity of the Public Park, which was, of course, the sign of a further clash taking place between the police and the carpenters. Missiles were thrown from the roof of the Carpenters' Union premises. A big porcelain flower pot was thrown upon the head of a policeman, who was with the crowd in the street, causing him to fall down in a heap. He became unconscious and was taken to the China Hospital in the Yung Ping Road. He was seriously wounded. Another policeman was also wounded not long afterwards by missiles thrown from the roof, and had to be taken to the doctors. In the meantime, the No. 3 Station reported that two of its members on duty at the Black Bridge at the time when the station was being mobbed had not returned and that they were known to have been attacked by workers and thrown into the sea after they had been wounded.

(2) As no satisfactory settlement had been reached by their superior in regard to their dispute with the Carpenters' Union, the policemen of all stations in the city believed that it would be dangerous for them to go on duty under the circumstances. Accordingly, at about 7.20 p.m. yesterday, they called a strike. After they had got off duty this way, they marched through the city on their way to the Carpenters' Union. When passing along the Shing Ping Road, they mistook the Confucian Religious Headquarters for a labour union, and began to attack it by breaking its windows, etc. The door of the premises had been closed before their arrival, and because of this they were not able to enter the office which the porter shouted to them was not a labour union at all. Next they arrived at the Clerks' Union. Here they destroyed the union's signboard and the entire furniture of the place. Whistles were blown and other noises were set up as the crowd marched down the street, causing great alarm to the civilians. When the policemen were swarming into the Carpenters' Union, garrison troops stationed in the vicinity came out and volunteered to separate the two parties. It was after the wounded had been removed to hospital, however, that the police were persuaded to return to the Police Training School. There they held a meeting at which four resolutions were passed, namely:

(1) That the chief offenders of the Carpenters' Union be executed.
(2) That the Bamboo Workers' and the Carpenters' Unions be dissolved.
(3) That adequate compensation be made to the 3rd police station for the damage done, and for the medical expenses incurred by those wounded.
(4) That hereafter the Chamber of Commerce shall be held responsible for the safety of the policemen in service in Swatow.

To prevent the situation from growing worse, the General Military Headquarters and the Civil Administration Department have deputed special representatives to co-operate with the Mayor of Swatow and the Commissioner of Public Safety in offering mediation aiming at a peaceful settlement. In the meantime gendarmes of the Troop Headquarters are doing patrol duty in place of the policemen throughout the city.

The Secretary of the Department of Civil Administration spoke of what happened as "a mere trifle," and emphasised that under a Nationalist Government the Police and the People were one, and the case should be left to the Government to deal with as justice required.

This suggestion was adopted but the Labour organisations were still not satisfied and held a meeting of their own in the same auditorium and passed resolutions demanding capital punishment for the chief of the Third Police Station and the other policemen whom they regarded as responsible for the trouble; the dismissal of the Captain of the Police Apprehension Force, and the Commissioner of Public Safety, release of the workers arrested, and payment of compensation to the injured and for the damage done at the headquarters of various unions. After the meeting there was a procession by members of twenty-three unions through the streets.

THE POLICE VERSION.

From the 3rd Police Station the following statement was issued:

"On 8th instant, a picket of the Carpenters' Union, Tay Hong Meng by name, brought to the Station one Teng Ah Bak whom he asked that the Station take into its custody for breaking the Union's Strike Rules. On being tried the prisoner said that he was repairing his own article of furniture and was not doing anything that might be interpreted as being intended to cripple the movement. As neither party would agree in regard to the matter, it was decided that both the picket and the captive be handed over to the Bureau of Public Safety to be adjudged there. The picket, however, was unruly and refused to obey this decision. Relying upon the influence of his union, he called out bad names; and assuming an angry mood he marched out of the Station without permission. As this Station felt that the picket was too wild to be reasoned with, it at last resolved that captive Teng Ah Bak be handed over to the Bureau for the time being. This was done.

"At about 1 p.m. on January 11th, Siau Kung Liang, claiming to be a representative of the Carpenters' Union, appeared before this station with a gang of over 100 roughs, all armed with knives and staves. He demanded that the station return to him Tay Lin Kui and Mei An Kuo whom he claimed, this station had taken over from the union, and said that the Union wished to parade them. As this station had taken over only Teng Ah Bak, and none known by the two names given, the fact was made known to the representative. In addition this station explained that if the two persons named had been taken over by this station, the usual receipts must have been issued to the Union. In the absence of these receipts, the demand of the representative was not deemed warranted. This was made clear to the representative. However, the representative made the situation a cause for shame, and from the sense of shame he grew furious. In an instant, he ordered the crowd with him to commence mobbing the station. After seizing the rifles from the guards of this station, the crowd entered its office. For fear of giving cause for disturbance, the Chief of this station restrained the assistants from offering resistance to the crush. Further, the members of the entire staff at this station retreated into their sleeping quarters to show that they were unwilling to come into collision with the mob swarming into the station. In spite of this, the roughs went on destroying the furniture of this station. After this destruction, they seized the 1st, 2nd, 3rd assistants of this station and paraded them, beating them as they were being paraded. When the procession was in progress, help from the Bureau of Public Safety arrived for the victims. Through the intervention by the force from the Bureau, the assistants paraded were removed from the hands of the roughs, but they had been very badly wounded and had to be sent to hospital.

"The Union then went to stir up other unions, and all these then came out in a parade, with several thousand members, beating all patrolmen they met in the procession. Two policemen of this station, Teng Tsu Sing and Eng Fat, were attacked at the Hui Lan Bridge, and mercilessly thrown into the sea. At Hui Chr Lane, a policeman No. 46 of the 1st Police Station was surrounded, attacked, and rendered unconscious, and his life was not taken on the spot only because of intervention by the Garrison Troops stationed in the vicinity.

"The above are the actual facts of the case. In view of the lawlessness of the labour unions, members of staffs of all stations believed that they could not go on duty without danger and so they had decided to be off duty for the time being. "The case has been investigated by representatives of the Civil Administration Department, the Chao Mei Rehabilitation Bureau, etc. As regards wounds suffered at the hands of the labourers, certificates have been issued by doctors. In spite of this, the *Revolutionist Weekly* has issued a Special giving a one-sided report of the incident. For fear that the public may be mis-informed on the matter, this Station hereby issues under its seal, this Statement of the Case."

BIG ARMS HAUL. REVOLVERS AND AMMUNITION FOUND ON "BENAVON."

On December 18th, Chief Preventive Officer S. J. Clarke, accompanied by two European Officers and a party of Chinese Revenue Officers, visited the s.s. *Benavon*. In the foremen's quarters in the fore-cabin they discovered, hidden in bags, baskets and boxes, 51 revolvers, one Luger pistol, and 5,564 rounds of ammunition.

There was a sequel to this haul at the Central Magistracy yesterday afternoon, when twelve Chinese appeared before a full court of two Magistrates (Mr. R. E. Lindell and Major C. Willson) charged with the possession of arms or ammunition, or both.

The first eight men were charged with the possession of nine revolvers and 923 rounds of ammunition and the remaining four with possession of some of the arms and ammunition.

Detective Sergeant McEwen conducted the case for the police, and Mr. Somerset Fitzroy appeared for the 8th defendant, Mr. Leo d'Almada for the sixth and Mr. D. McCallum for the other six. Mr. McCallum also appeared for the defence of the four men mentioned in the second charge.

A plea of "not guilty" was entered on behalf of all.

With regard to the four men charged separately, Mr. Lindell asked if there was any other evidence with respect to these men than had already been put before him. The only evidence so far was that they were members of the crew and that baggage found was seized in the foremen's quarters.

Sergeant McEwen said they had no further evidence.

In answer to Mr. Lindell, the Sergeant said that these four men had not claimed the baggage in which some of the weapons and ammunition were found. There was nothing to implicate them, except that the ammunition was found there.

Mr. Lindell advised the withdrawal of the case against these defendants, remarking that there did not appear to be sufficient evidence. In the meanwhile he would put this charge aside and proceed with the charge against the other eight men.

The first witness was Chief Preventive Officer S. J. Clarke, who said that he boarded the s.s. *Benavon* in the harbour on December 18th. Accompanying him were Revenue Officers Beattie and Ward, together with a number of Chinese revenue officers. Witness despatched Revenue Officer Beattie with a party of Chinese into the foremen's quarters on the port side of the fore-cabin; while Revenue Officer Ward was sent below to the engine room. A little later witness was called by Revenue Officer Beattie and a quantity of arms and ammunition was handed to him and on his instructions placed in the Revenue launch and taken to the Imports and Exports Department. Nothing was tampered with.

Witness enumerated what was seized. Cross-examined by Mr. Fitzroy, witness said that when he sent the search party into the fore-cabin the foremen had already gone ashore. It was in a disorderly state and he passed comment, at the time, on the confusion.

In answer to Mr. Leo d'Almada, witness said he received information regarding the *Benavon* after her arrival in port, between 9 a.m. and 11 a.m.

Mr. d'Almada: It was a bigger find than you expected, Mr. Clarke?

Witness: No, I did not get so much as I expected. (Laughter.)

In reply to Mr. Lindell, Mr. Clarke said it was not possible that his searchers had been responsible for the disorder and confusion in the fore-cabin. He was told by Revenue Officer Beattie that it was in that state when they entered it. It was the opinion of witness that someone had entered it before the revenue party arrived and had torn the place to pieces.

Revenue Officer J. W. Beattie described the state of confusion of the foremen's quarters when he entered with his search party. He also spoke as to the removal of 21 bags, boxes and baskets containing seamen's kit and arms and ammunition.

In answer to Mr. Fitzroy, witness said there was no one in the fore-cabin when he entered it.

At this juncture, the case was adjourned until Monday afternoon.

LORD KITCHENER TALE.

NEPHEW TAKES UP THE MATTER WITH THE ADMIRALTY.

Viscount Broome, nephew of the late Lord Kitchener, has been in communication with the Admiralty regarding statements which have been published as to the manner in which Lord Kitchener met his death in the cruiser *Hamphire*.

The story told is that Lord Kitchener and two other survivors, one alleged to be a spy, found themselves on a rock, where they spent one day and two nights. One of the survivors suspected the other, and determined that he would not leave Lord Kitchener.

Ultimately, however, he was persuaded to crawl along the rocks and look for help. When he returned, it is stated, he saw two dark objects floating in the waves, the suggestion being that Lord Kitchener met his death after a hand-to-hand struggle with a spy.

Lord Broome so far has received only a formal acknowledgment of his letter to the Admiralty. Other steps are now being taken, and Lord Broome has been in communication with Sir George Arthur, Lord Kitchener's private secretary, from 1914 to 1916.

Sir George Arthur would make no statement beyond remarking:

"Like everyone else, I think it is obviously a pity that the second report has not been given to the public."

The report referred to by Sir George Arthur is a confidential communication dealing with the loss of the *Hamphire*, and has been stated to be of a technical character.

AN ALLEGED STRUGGLE.

The story that Lord Kitchener met death in a hand-to-hand struggle with a spy on a lonely rock after the sinking of the *Hamphire*, based on the experience of a 13th survivor, recently appeared in an article by Frank Power dealing with the Kitchener mystery in the *London Referee*.

The name of the informant is not divulged by the writer "in view," he says, "of the public enquiry which must sooner or later be instituted." The narrative relates how Lord Kitchener, too weak to help himself, spent a day and two nights on the rock with two other survivors, strangers to each other, who on Lord Kitchener's instructions from time to time crawled along the rocks to look for help.

SUSPECTED SPY.

Suspicion crossed the mind of the 13th survivor that his other companion was a spy, and he resolved not to leave Lord Kitchener. On the last morning they were together the survivor yielded to the other subordinate's insistence that he should renew the search and at Lord Kitchener's "almost imperceptible nod" staggered out of sight.

What greeted him on his return to the spot Mr. Power describes as follows: "All he saw was the hat of the Field Marshal on the edge of the rock and some distance away at sea two dark objects being tossed about by the waves, one of which to his fast-fading vision appeared to be clinging to a large piece of drift-wood."

FIGHT THEORY.

"Personally, I am not going to attempt, whatever I feel or think, to fill up any gaps in this story. To the mind of the one who was left, and he alone has any means of judging, Lord Kitchener was betrayed and sent to his lonely and piteous grave by the hand of his other companion—probably after a man-to-man fight, alone, weak and weaponless with both protagonists at the indiscriminating mercy of the sea."

"This is the story of the 13th survivor, the man of whose existence officialdom is aware, but who would seem to have been allowed to disappear from all further record for reasons for which it is not for me at present at any rate—to try to explain. The thing would be ludicrous if it were not tragic."

The writer incorporates in his story a statement signed "Elbie Soeker," declaring that she, a German spy, got to know of Lord Kitchener's departure from a young War Office staff officer, information which she passed on to Germany through safe channels. Her informant was lost with the *Hamphire* and she, owing to the discovery of some letters, was arrested.

Another statement from a titled man alleges that Kitchener's journey was betrayed by a German woman living with an officer at the War Office and that she was paid 10,000 marks by the German Government.

GIRL APPRENTICE.

FIRST IN ELECTRICAL TRADE STARTS AT 19.

That the development of electricity in Great Britain is providing many women with careers is revealed by the story of the Women's Engineering Society, George-street, Hanover-square, W.

"The society has a membership of 200, and was formed six years ago," Miss Haslett, the secretary, said to a reporter. "It endeavours to place trained women in the engineering profession. One of our members, Miss Margaret Partridge, is engaged in installing electric light in the village of Bampton, Devonshire, and the first girl ever apprenticed to an electric supply undertaking, Miss Kathleen Bunker, aged 19 years, a Londoner, will take up her duties at Bampton on January 1st. Many women are employed by a large Manchester firm in designing small motors for mines and textile mills, while two women university graduates are working as college apprentices to the same firm in exactly the same way as men. One of our members is the head of the electrical department of a London firm of tool-makers and another is assistant to an authority on the application of electricity to farming."

EVOLUTION OF MAN.

THE RACE IN ITS INFANCY.

At a luncheon hour service at Christ Church, Westminster, Sir Oliver Lodge last month delivered before a large congregation an address on the subject of the evolution of man.

Sir Oliver said the order of evolution was first some grade of plant, then water beasts, then land beasts. The first truly land animals were lizards or reptiles, some of which took to the air and became birds, while others developed into mammals, which were in the line of human ancestry and were comparatively late-comers on this planet. It was noteworthy that no special day was allotted in the Genesis story to the creation of man. He was represented as originating in the evening of the day on which the mammals originated, the special distinction given to him being not in a special variety of form but in the soul. His superiority and intelligence were indicated by the dominion granted to him. Thus man was raised far above his bodily ape-like ancestors and felt like a new creation. We could not really follow the whole process of man's evolution, which must have been very gradual; but at some stage a special kind of consciousness must have begun, and these higher faculties must have shown themselves markedly in some early human ancestors.

It was not easy to specify at what stage the developing creature might be called human, but he thought all agreed that it was only a case of thousands of years—perhaps 50,000, perhaps 100,000, but certainly a short time. So far as humanity was concerned, we were still in the morning of the times and the human race was still in its infancy. The human race began but a short time ago and might have millions of years before it on this planet.

Going on to speak of the development of the sense of free will, Sir Oliver said it probably arose very gradually, but we might conceive its apprehension by some early genius of the race whom we might regard as "the first man," whether we called him Adam or any other name. He said the story of the fall in the third chapter of Genesis was a crude legend, but it contained a great truth. The free will being was liable to fall from his high estate, and as all Christians believed, a city being ultimately took flesh and dwelt among us to help humanity and share its weakness and burden. We could not examine the incarnation in the light of science. Apart from all puzzles of theology we were immortal beings with a great destiny before us, and were surrounded by a host of helpers "with whom, indeed, I know that it is possible to have communion."

ECONOMY IN THE SERVICES.

ADMIRAL SUETER'S PLEA FOR REDUCED ARMAMENTS.

"The Need for Economy in the Administration of the Fighting Services" was the subject of an address given by Rear-Adm. M. F. Sueter, M.P.

Alluding to the Locarno Treaty, the lecturer said that those people contended that this country should be isolated had no idea of what they were talking about. If it had stood out of a military pact of that kind it would have been faced with commercial pacts, because one followed the other. This country was bound more to Europe than ever before, and it would have been suicidal not to have entered into the pact. The result of it was that armaments could be reduced.

Urging that by agreement with the United States and Japan this country could and should reduce the number of her battleships, the speaker contended that this could be done also with submarines, while economies could be effected with the Dockyards, and the Admiralty and War Office staffs. There was a growing feeling that there should be some form of control over the fighting services, and if so, he felt that much of the expenditure there was in connection with both at the present time could be cut down. Everyone in this country should make it their business to preach economy, for the country would never get back to prosperity unless its taxation was reduced.

12,000 CLOCKS.

AN INTERESTING VIENNA MUSEUM.

The Vienna Museum of Clocks and Watches is the largest museum of this kind in the world; in Europe only Geneva and Stuttgart can boast of similar collections, but these cannot rival the one of Vienna. Until 1917 the collection was in the hands of Herr Hugo Kaftan, who is at present director of the Museum; but it was not till 1922 that the public was able to see it, after it had been properly housed and arranged. The Museum is not only charming in itself, but of historic and cultural importance. Imagine the ticking and occasional chiming of some 12,000 clocks and watches, the gurgling and other strange noises of many centuries-old clocks before they strike. No fewer than 10,000 of the exhibits were handed over by Herr Kaftan—his private collection. The other 2,000 were presented by the Municipality of Vienna.

Specimens of every kind of clock and watch from the beginning of the sixteenth century are to be seen. Beautifully chiselled watches, old clocks with windles, curious grandfather clocks, clocks of spices and public buildings, wooden clocks, "night-clocks" dating from the seventeenth century, and many rare and complicated specimens in every form from the technical standpoint, make up a collection unique in its way.

GIRL'S WEST-END ADVENTURES.

MOTOR-CAR DRIVES AND RIDING LESSONS.

A remarkable story was told at the London Sessions when Muriel Shields, 27, governess, a demure, well-dressed woman, with a full round face and grey-blue eyes, was sentenced to 18 months' hard labour.

She was accused of:

Obtaining a coat and other articles, the property of Irene Isabel Mackinn, dressmaker, of Vanity House, Marsham-street, Westminster, by false pretences, and

Obtaining credit to the amount of £100 from Frank Harold Carey, garage proprietor, of Shouddham-street, Bryanston-sq., W., under false pretences.

Mr. Eustace Fulton, for the prosecution, stated that Miss Mackinn first made the acquaintance of Shields in 1922. In May last Shields again called on her, and told her a wonderful story of how her father, a mine-owner in South Africa, had been murdered, and she had been left a fortune, apparently a very large one, seeing that she was going to have an income of £250,000 every two years.

When Shields was pressed for payment in July she promised to send a cheque along, but did not do so. Shields then took one of the partners of Miss Mackinn down to see a large estate in Sussex which she said she had practically bought, having a paid a deposit of £14,000.

Going into the witness-box, Shields said that she had no intention to defraud. The story she told was untrue, and some of her statements were due to a desire to "swank."

She had occasionally had a flutter on horse races and hoped by winning to pay for the goods. Besides driving about in motor-cars she had taken lessons in horse riding.

A LIFE OF GAITY.

Shields has travelled extensively and gained an experience which has been an asset to her in the life of crime she took up after the war. She has beauty and engaging personality.

She first started her career of fraud by securing bicycles on the hire-purchase system and then selling them. She became associated with West End pimps, who suggested other schemes of fraud. Her first sentence was one of six months' imprisonment.

She later made the acquaintance of a number of wealthy young men, and was able to secure invitations to dinner parties and balls. Once again she committed fraud and received another sentence of six months' imprisonment. After this, Shields, who is well educated and can speak French and German, secured introductions to foreign business men staying at London hotels. She secured the confidence of a representative of a Parisian house and went to Paris. Here she led a life of gaudy.

On returning to England she said that she was engaged to an American millionaire's son, and obtained credit at various establishments. She then travelled first-class on one of the big liners to New York.

When staying at one of the big New York hotels she wrote to West End Court dressmakers that she and her fiancé were travelling back to England to view house at Stroud. Some time after this she reappeared in London.

She visited various shops in luxurious motor-cars, the hire of which is said to have amounted to £20 a week.

When several shops pressed Shields for payment of her accounts she called, dressed in deep mourning, and said that her father, "a wealthy mineowner," had been murdered in South Africa, and that this would mean the postponement of her allowance.

OUR FEAR TO SING.

MUSIC'S MANY VIRTUES.

That we talk too much and sing too little was the view expressed by Sir Hugh Percy Allen, who, as guest of the City Livery Club, gave an address on "The People's Music" at a luncheon at the Cordwainers' Hall, London, last month. We listened too much to music, he said, and did not perform enough. Wireless, the gramophone, the piano would never take the place of the music we might make ourselves. Music was an expression of the inner life, but English people were as a rule very loath to give any evidence of what went on within them. On that point he quoted a parody of the "Death of Nelson" he had heard when a boy— "England expects that every man with a voice should not conceal its beauty." The ordinary man when asked to sing pleaded inability. But the proportion of people who had no singing voices at all was only 3 per cent. There were, however, pitfalls to be avoided, such as the unnecessary restriction to bass songs which people who had deep notes in their register imposed on themselves, and the difficulty of persuading themselves to leave a top-note once they reached it was well known.

Music, especially singing, was one of the very best disciplines. It taught courage, and—except to soloists—humility. The chorister learnt to adapt himself, to sink his individuality, and even to bear the almost intolerable remarks and looks of fellow-chorists who sought to foist their own mistakes upon him. Singing also taught patience, perseverance and punctuality. How wide was the appeal of music could be seen in the number of "communal" songs, designed to enable workers to work in unison. There were spinning and weaving songs, hauling and sea songs, and, of course, cradle songs. Sir Hugh thought that a law should be made to compel everybody to learn to sing when they were young, and he urged that people should not neglect the art when they grew to man's estate.

COMMISSION ON DRESS ORDERS.

A TITLED LADY'S 10 PER CENT.

JUDGE ASKS WHO PAYS.

Comments concerning an arrangement for the payment of a 10 per cent. commission by a firm of West End dress-makers to a woman customer, in respect of orders from other customers whom she introduced, were made by Judge Sir Alfred Tobin at Westminster County Court last month.

Adèle de Paris, Ltd., court dress-makers, of Moulton-street, Berkeley-square, claimed £64 4s. 4d. from Lady Fletcher, wife of Sir Lionel Fletcher, of Prince's-gardens, S.W.

The accounts submitted by Mr. P. Quass, for Adèle, Ltd., showed considerable dealings between the parties and that commission was allowed for orders from customers introduced.

"What was the commission?" asked Sir Alfred Tobin.

"10 per cent.," replied counsel. Sir Alfred Tobin: "Then if Lady Fletcher goes orders for £7,000 worth of dresses she would get £700. Out of whose pocket would the £700 come?"

Mr. Quass: "From the plaintiffs." Or out of the pockets of Lady Fletcher's friends?" queried Sir Alfred Tobin.

"Oh, no, your honour!" protested counsel.

Sir Alfred Tobin: "Of course it would. Do you mean to say that Adèle, Ltd., would not charge enough to make it up?"

Mr. Quass: "No. Even the assistants get commission."

Sir Alfred Tobin: "Don't tell me that it comes out of Adèle's pocket. It comes out of their till, which was filled up by Lady Fletcher's friends who ordered the dresses. I am only wondering what Lady Fletcher's friends would think. I know."

A HAIRDRESSER'S BILL.

HIS SPECIAL LICENCE REVOKED.

A complaint by a customer that he had been persuaded by a hairdresser's assistant to pay £7 18s. 3d. for unnecessary "ultra-violet ray treatment" resulted in the Public Control Committee of the London County Council last month revoking the licence granted to Mr. Joseph Caplan for massage or special treatment at 31, Charing Cross.

It was stated on behalf of the council that Mr. Cecil Waldron, who had recently come from Canada, went into Mr. Caplan's establishment to get a haircut on December 5th and an assistant named Gilbert told him he had a disease of the scalp and eventually persuaded him to undergo a course of ultra-violet ray treatment for which, with the haircut, he paid £7 18s. 3d. This included a bottle of lotion and a box of ointment.

Mr. Caplan and Mr. Gilbert afterwards called on Mr. Waldron and offered to refund his money if he signed a statement that he was satisfied and did not want the complaint to go further. Mr. Waldron refused and his money was afterwards returned unconditionally.

A doctor said Mr. Waldron had no disease of the scalp, and a chemist said the lotion was chiefly castor oil, water, and eau-de-Cologne and could easily be sold for 3s. The ointment could also be sold at the same price.

Mr. Caplan, giving evidence, said he had dismissed Gilbert, because he was convinced he had not dealt properly with Mr. Waldron.

In reply to the chairman (Mr. Cyril Jacobs), he explained that the lotion was usually sold at 10s. 6d. a bottle. A month's supply, with "violet ray treatment," was a guinea. The ointment was sold at 7s. 6d.

PRESERVING BOOKS.

HOW TO DO IT.

Mr. H. G. Keith writes to the *British North Borneo Herald*—

In the interests of those residing in the tropics, whose books suffer through the continued depredations of "book worms," white ants, etc., the following information may prove of interest and use.

M. M. Ridley writing in the *Sunday Times*, states how to preserve books in the tropics from "worms."

"The book binder should be instructed also to mix some corrosive sublimate in the paste he uses in binding."

Sir Arthur E. Shipley, G.B.E., F.R.S., in his article "Enemies of Books" states that in Cuba in order to avoid the ravages wrought by white-ants on books 100 c.c. of methylated spirit, 20 gr. of bi-iodide of mercury, and 15 c.c. of phoric acid with enough shellac to produce a certain adhesive quality, is used. This mixture is lightly brushed over the book covers. To prevent the access of the vermin to the book case the latter should never be placed against the wall and its legs should not touch a wood floor.

In the same article he states that "Sir Norman Lamont tells me that he has successfully preserved his books by using a solution of—

Corrosive sublimate (1 oz.)
Carbolic acid 1 oz.)
Methylated spirits (1 pt.)

This solution is painted on the outside and inside of the covers and the brush is passed down the inside of the back. The gilt lettering should be avoided."

Leightonstone woman: A new hat to a woman is like wine at dinner to a man.

Women continue to win laurels in a new field. In the recent final examination for Incorporated Accountants, the first prize and first certificate of merit were taken by Miss Dadsdorth, of York.



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Hue	Annam	Cambodge
Tonkin	Hue	Cholon
Provinces	Tonkin	

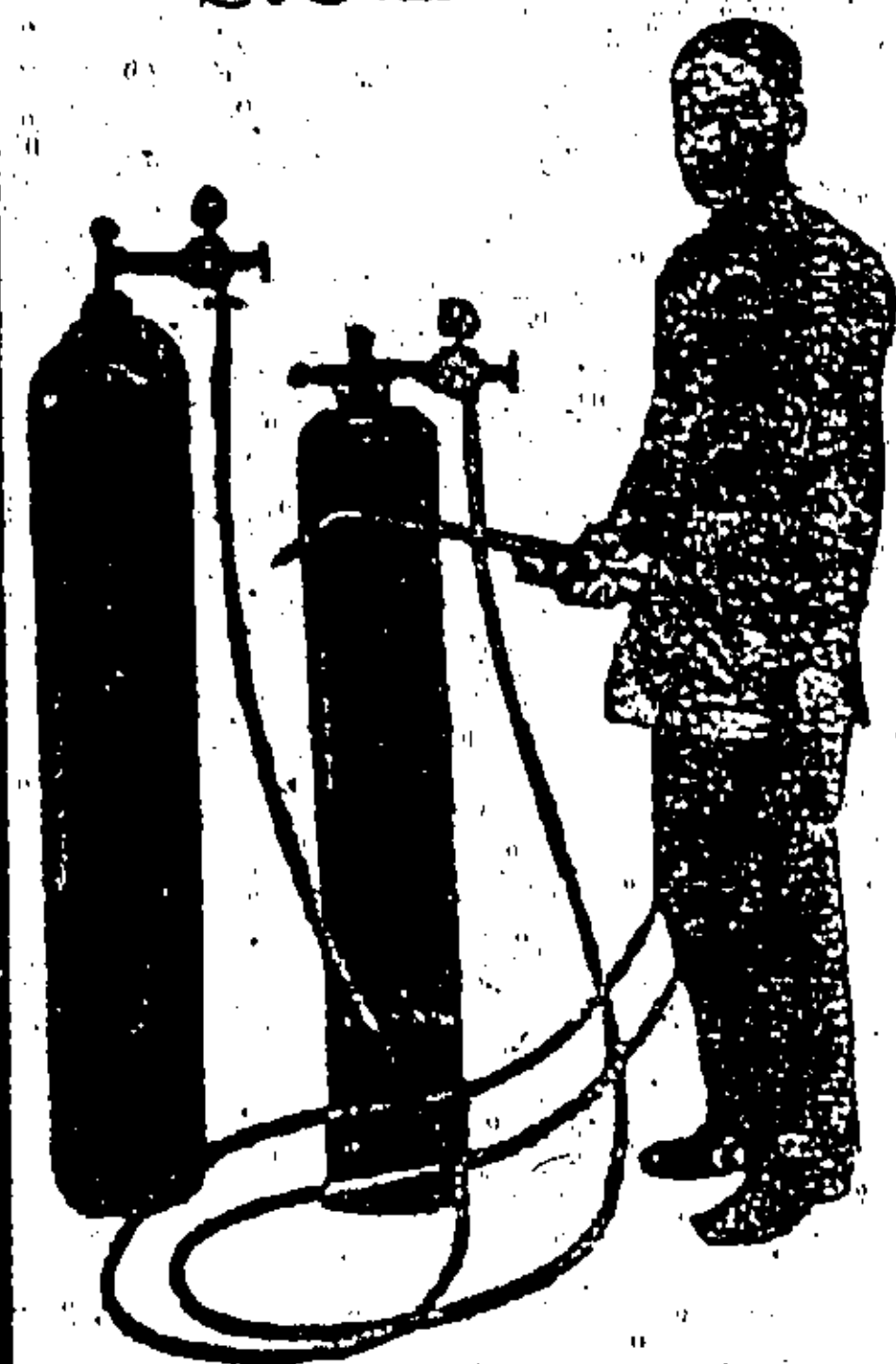
PHILIPPINES.		
Manila	Batavia	Cebu
	Zamboanga	

BORNEO.		
Sarawak	Brunei	Labuan
British North Borneo		Sandakan

MALAY STATES.		
Penang	Selangor	Pahang
Negeri Sembilan	Johore	Kedah
Kelantan	Tringganu	Perlis

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HONGKONG



GERMAN VIEWS OF "TOMMY."

LAST DAYS IN COLOGNE.

WHY THE BRITISH ARE POPULAR.

[BY THE BERLIN CORRESPONDENT OF THE
"OBSERVER."]

German studies of the British Tommy all agree that he is good-tempered when in drink and wonderfully polite towards women. These memories will linger in Cologne long after the British flag is hauled down on January 10th in the presence of the last remaining squadron. All other troops, which are leaving in trainloads daily, will be off by Christmas, either home or to Wiesbaden. The tradition will live among those of dogs, bath-rooms, kilts, and snatches of popular song covering a seven-year period. "The bells are ringing, For me and my girl will survive longest, if we may judge by what is hummed daily in Cologne kitchens. Only history books yet to be written will remember that one of the finest eras of British political diplomacy began with a fine array of tanks and khaki in 1915, and ended in December, 1925, when the army of occupation entering Wiesbaden did not even requisition apartments and buildings, but stated that offers would be awaited on the part of the population.

All over Germany to-day mental stock-taking is being taken of the British rule in Cologne. Both minds and pens are calm at this period; a Berlin Cabinet crisis is too usual a thing to affect the political atmosphere outside the party radius. Most Germans of note, nearly every political inquirer and journalist have visited Cologne in the meantime. The main impression gained from their report is one that marks the British as the finest psychologists in the world—not through lack of imagination, as their enemies say—but by a perfect discriminating natural fairness, extended towards everybody, favouring nobody.

THE PRESS AND THE PUBLIC.

The British attitude has been to treat the Press as a responsible body and with scrupulous politeness, and the public at large as babes, who must not be excited by the passing show it cannot possibly understand. Journalism and journalists had a sad time both before and during the war, in Germany. Catholic organs were suspected of leanings towards the enemies over the Alps; Socialist papers, when not actually in a state of temporary suspension, were carefully censored. The British allowed freedom to all unless a flagrant headway disobeyed a very sensible and carefully justified warning.

Two other big political factors mark the seven years' period. As regards internal affairs, at a time when Germany was seething with revolution and broken with starvation and misery, the occupation hit only the rich man and did not touch the poor. For the first time the wealthy bore the burden of warfare: their homes, their cars, their hotels, and institutions and public places were requisitioned: the great leveller came suddenly from above in the shape of a military command, not from below in a Communist raid.

Touching foreign affairs, it must be owned that the great ease of the British military occupation in German eyes was that it was a bulwark against the French. No German ever feared covetous British eyes cast on his own age-long possessions. Not hatred of the Frenchman in person, but fear of his country's land-hunger, was at the bottom of the queer code of honour that has existed up to the last moment. German girls of the bourgeois class could walk out with British Tommies and no harm was done, but she who went with a Frenchman was dishonoured completely.

THE BATHROOM PROBLEM.

That happy touch which to-day has warned the inhabitants of Wiesbaden that they need fear no immediate discomfort has its roots in the impossible situation of conquerors and conquered living side by side in the same house. The Tommy who made himself beloved by sharing his luxuries, biscuits and jam, with the youthful population—has, of course, his parallel in the officer who was thoughtful of his host's and hostess's comfort, as far as was compatible with taking so much of it away. But German and British views clash on the subject of a mutual fetish—the bathroom. The uses of this apartment differ in the two countries. According to Cologne opinion, when the Englishman is not bathing himself he is bathing, or causing to have bathed, his dog. This last ought not to take place in a white-tiled and beautiful bath-room, which is a luxury not to be found everywhere. Even if were meant to be used daily it was not intended for dogs, but to do the washing in. The intricacies of the German "big wash" (which is done in a subterranean wash-house or "sent out") and the "little wash" (which is done surreptitiously upstairs, and left either to soak or rinse in the bath or hang for days till dry on strings suspended above it) cannot easily be made clear to the foreigner. Yet much heart-burning has arisen out of this blind ignorance of time-honoured German tradition.

NO ENEMIES.

The British leave many friends and no enemies behind them. They are themselves less sorry to go than they might have been when times were less difficult for those living on foreign money in Germany. The German temper, as a nation, has been sorely tried; it is surely the chief tribute one can pay the parting troops to say that feeling is as good as it is. Remembering how the old Goethe, when asked why he did not hate when Jena was fought, recalled the days when the young Goethe played around the French troops in Frankfurt, one sees in the boys and girls of Cologne the best business the Locarno Pact starts with in Germany to-day.

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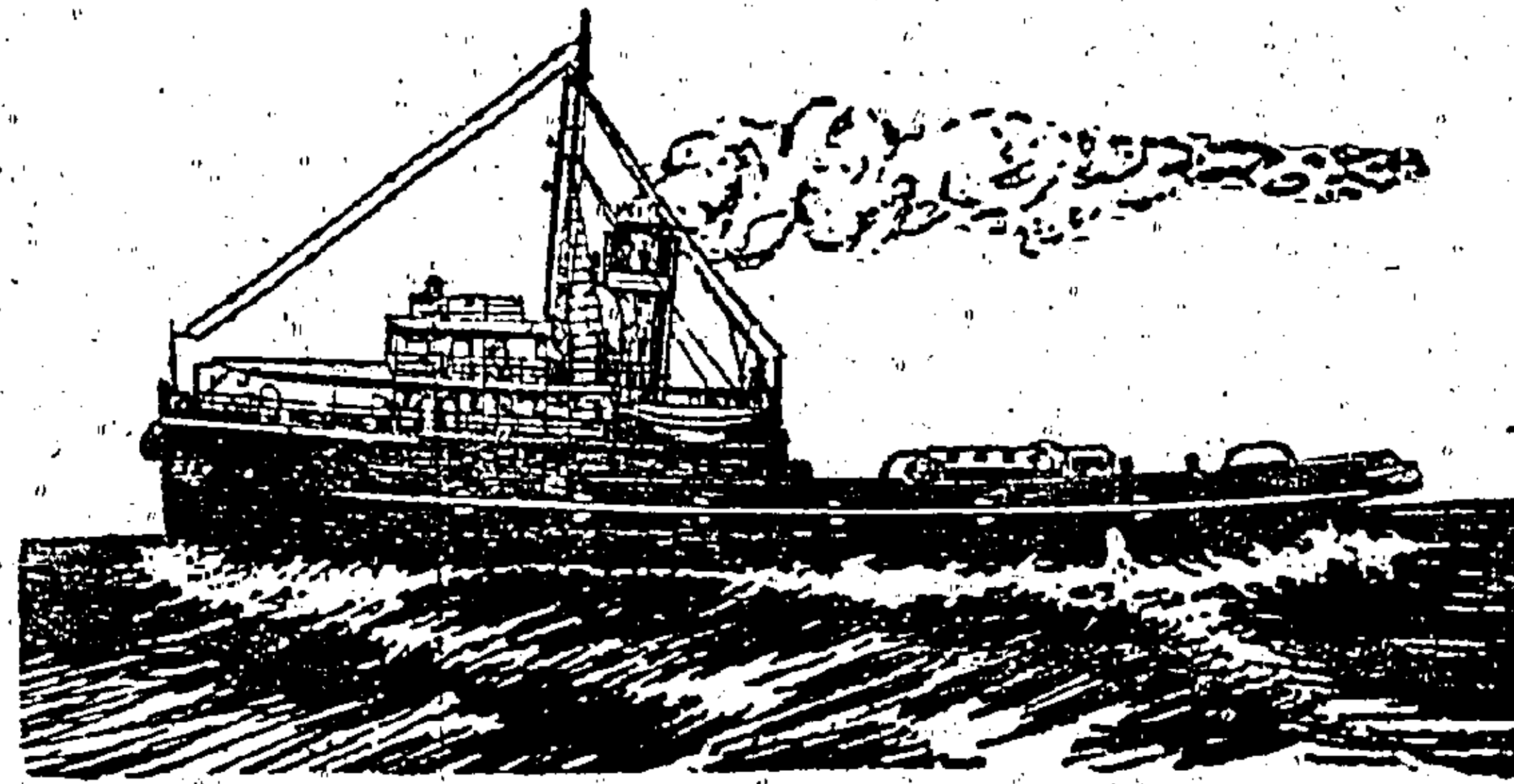
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NOTES.

The s.s. *President Madison* (Admiral Oriental Line) will arrive from Seattle via ports this morning at seven o'clock and will berth at one of the piers of the Hongkong and Kowloon Wharf and Godown Co., Ltd. The vessel sails for Manila to-night (January 20th) at 12 o'clock.

The master of the s.s. *Summing* (British) from Shanghai and Amoy, reported to the Harbour Office yesterday that a derelict junk was passed in Latitude 22° 13' N. Longitude 114° 51' E.

The master of the s.s. *President Polk* (American) from New York and Shanghai, reported to the Harbour Office yesterday that a Chinese member of the crew was washed overboard on December 30th.

A Harbour notification states that a large junk lies sunk in Section 11 of Shanghai Harbour between Buys Nos. 15 and 16 of the head and stern moorings. The hull of the junk is lying across the river with the bows towards the Pootung shore. The stern is some 500 feet toward the Shanghai side of the line of head and stern moorings. The mast is showing above water and is marked with a green flag by day and a green light above a white light by night.

The following notice to mariners has been issued by the Marine Department of the Maritime Customs, Shanghai, under date January 14th:—Notice is hereby given that on the 3rd February, 1926, owing to changes in the channel, the following buoys marking the Tangming Crossing, North Channel Entrance to the Yangtze River, will be moved. Shoal Light-Buoy will be moved about six cables S. 81° E. from its present position, its characteristics remaining unchanged. From the position of the buoy, Wosung Light-house bears S. 24° W. distant 5.8 miles. West Spit Light-buoy will be moved about 5.4 cables S. 81° E. from its present position, its characteristics remaining unchanged. From the new position of the buoy, Wosung Light-house bears S. 3° W. distant 5.2 miles. All bearing given are magnetic. Mariners are warned that the Tangming Crossing is gradually shoaling and should be navigated with extreme caution.

Mr. Stimpson, of the Dollar and Admiral Oriental Line interests, is to be congratulated on a neat and enterprising piece of work. The *President McKinley* was scheduled to leave Yokohama at 3 o'clock on January 7th for America. At about 10 o'clock in the morning of that day it was found that the bills of lading and other important documents had been left behind at Kobe. The ship's office there was immediately communicated

with and requested to forward the papers with the utmost despatch. There were only five hours before the ship's departure and the Kobe office decided to send them by air as the only means possible in so short a time. The documents were therefore forwarded by an aeroplane belonging to the Kawanishi Aviation Company of Osaka, piloted by Mr. Goto. Leaving Osaka at 11 o'clock the airman reached Yokohama in time to deliver the documents before the *President McKinley* left the port.

VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock—Cheong Shing, Nam Sang, Passett, Seistan, Tangistan, Empress of Russia.
Taikoo Dock—Kingman, Empress of Australia, Shantung, Anatina, Kwang Lee, Chusan, Fatsan.
Cosmopolitan Dock—Sing Nam.
At Kowloon Bay—Hafsoong, L. Onawa, Sun On.

SUNRISE AND SUNSET IN HONGKONG.

FOR JANUARY, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
January 20th.....	7.05 a.m.	4.03 p.m.
" 21st.....	7.05 "	4.04 "
" 22nd.....	7.05 "	4.04 "
" 23rd.....	7.05 "	4.05 "
" 24th.....	7.05 "	4.05 "
" 25th.....	7.05 "	4.07 "
" 26th.....	7.04 "	4.08 "
" 27th.....	7.04 "	4.08 "
" 28th.....	7.04 "	4.09 "
" 29th.....	7.04 "	4.10 "
" 30th.....	7.03 "	4.10 "
" 31st.....	7.03 "	4.11 "

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Miss H. Lillico	B. Wylie
A. C. Neave	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 19th.

	Previous Day at 2 p.m.	On 19th at 6 a.m.	On 19th at 2 p.m.
Barometer	29.83	29.94	29.94
Temperature	63	65	69
Humidity	74	85	70
Wind Direction	E	E	E
" Force	3	5	2
Weather	B	C	O
Rain	0.00	0.00	0.00
Highest open-air Temperature on 18th	...	...	69
Lowest open-air Temperature on 19th	...	...	65

HONGKONG TIDE TABLE.

From Jan. 20th to 28th, 1926.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'gong. Standard Time.	Height.	H'gong. Standard Time.	Height.
Wed.	20	h. m.	ft. in.	h. m.	ft. in.
		1 38	6 2	8 22	1 8
Thurs.	21	3 20	4 9	8 14	2 4
		2 59	5 4	8 13	2 4
Fri.	22	4 17	5 3	10 4	2 3
		4 26	4 5	10 4	2 3
Satur.	23	5 9	5 5	11 57	2 9
		5 52	4 4	10 53	3 1
Sun.	24	7 11	4 2	1 7	2 3
		6 36	5 3	11 40	3 3
Mon.	25	8 22	4 1	1 53	1 6
		7 18	5 7	0 25	3 4
Tues.	26	9 21	4 2	2 38	1 4
		7 50	7 0	1 3	3 4

ON SALE.

HONGKONG HANSAID REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Season 1924-25.
Revised by Members.

PRICE 85

DAILY PRESS OFFICE.

SHIPPING NEWS

ARRIVALS.

January 18th.

Amakusa Maru, Japanese str., 1,270 tons, Capt. H. Oyama, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C19.—O.S.K.

Batavia, British str., 334 tons, Capt. A. Aiken, from Kwang Chow Wan, with a general cargo, lying at buoy No. C45.—Wu On S.S. Co.

Hainan, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at buoy No. C41.—Kwang O. S.S. Co.

Kiangsu, British str., 1,555 tons, Capt. A. V. Harrison, from Bangkok and Hoihow, with a general cargo, lying at buoy No. B23.—B. & S.

Kina, Danish str., 4,730 tons, Capt. A. Brøner, from Singapore, which port she left on January 12th, with a general cargo, lying at Kowloon Wharf.—East Asiatic S.S. Co.

Takada, British str., 4,223 tons, Capt. J. F. Armour, from Osaka, via Kobe, Moji and Amoy, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

January 19th.

Aki Maru, Japanese str., 3,671 tons, Capt. Y. Kawashima, from Nagasaki, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Amazone, French str., 6,019 tons, Capt. J. Pally, from Shanghai, which port she left on January 16th, with a general cargo, lying at Kowloon Wharf.—M.M.

Chinkiang, British str., 1,220 tons, Capt. V. D. H. Bidwell, from Hongkong, with a cargo of coal, lying at buoy No. B31.—B. & S.

Kaituma, British str., 1,220 tons, Capt. H. P. Carver, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C31.—B. & S.

Mai Sang, British str., 2,087 tons, Capt. P. R. Gay Cuming, from Sandakan, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Namidia, Italian str., 3,397 tons, Capt. Ugo Kort, from Trieste and Singapore, with a general cargo, lying at buoy No. A27.—Doddwell & Co.

Shingo Maru, Japanese str., 3,561 tons, Capt. K. Okasaki, from San Francisco and Shanghai, with a general cargo, lying at buoy No. A5.—T.K.K.

CLEARANCES.

January 19th.

Aki Maru, for Manila.

Amazone, for Saigon.

Chinkiang, for Amoy.

Kaituma, for Amoy.

Namidia, for Shanghai.

Shingo Maru, for Moji.

Suzungu, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. *Coblenz*, on January 18th: Miss M. Hunziker, Mrs. M. Ocker-mueller, and Mr. A. C. Diercke.

DEPARTURES.

Per s.s. *Amazon*, from Hongkong, on January 18th: Mrs. Peterson, Miss Phillips, Mr. and Mrs. de Witt Walsh, Rev. F. A. Brossard, Rev. F. A. Seyres, Rev. Mother C. C. Vandepuette, Mr. F. de Britto, Mr. L. Augusto, Mr. M. Ferreira, Mr. B. Mendes, Mr. A. C. Sequeira, and Mr. L. Gall.

Per Dollar liner *President Park*, for New York via ports, on January 19th: Mr. F. S. Brockman, Mr. and Mrs. F. A. Churchill, Miss V. M. Davis, Mr. B. F. Finney, Miss H. E. Freeman, Mr. M. Gonzales, Mr. G. H. Keatley, Mr. R. C. Luther, Mr. J. W. Muckleroy, Mr. H. C. Myles, Mr. and Mrs. Wm. D. Ripley, Mr. P. A. Schwab, Mrs. J. H. Seifert, Miss R. Smith, Mrs. J. W. Vann, Mr. and Mrs. S. Argos, Miss E. Argos, E. C. Bylesford, Mrs. B. Drew, Miss L. Drew, Mr. and Mrs. M. D. Eisen, Master H. Eisen, Mr. and Mrs. Vincent Esch and child, Mr. R. Faymonville, Mr. and Mrs. Wm. Glason, Mr. H. L. Hosking, Mr. I. R. Kahn, Mr. and Mrs. Geo. J. Levy, Mrs. L. Moser, Dr. and Mrs. John R. Mott, Mr. Frederick D. Mott, Mrs. F. O. Pierce, Mr. and Mrs. H. E. Page, Mr. C. G. Sjoenbergh, Mr. H. C. Stone, Miss L. Douglas, Mr. L. B. Goodall, Miss L. H. Goodall, Mr. and Mrs. C. J. Leeb, Miss A. Baumgarten, Mr. and Mrs. N. Brewer, Mr. Wm. Cockrane, Mr. B. Cockrane, Miss Mary M. Cook, Miss A. Grimes, Mr. L. Marks, Mrs. W. B. Scott, Mr. F. S. Scott, Mr. T. Shanks, Miss Mary L. Teague, Mr. and Mrs. A. F. Fosbery, Mr. and Mrs. J. P. Jack, Mr. and Mrs. Harry E. Parker, Mr. and Mrs. Wm. T. Doane, Mr. J. M. Frey, Miss E. G. Freyer, Miss P. M. Freyer, Miss P. H. Hoppensack, Mrs. E. Langkton, Mr. J. I. Marcher, Mrs. C. H. Reed, Miss M. Reed, Mr. and Mrs. R. F. Swigart and two children, Mr. and Mrs. Lawrence F. Abbott, Mr. and Mrs. Geo. W. Dickinson, Miss G. Dyson, Mrs. E. S. Hibman, Miss I. Mitchell, Miss R. Moebus, Comdr. G. D. Museo, Miss F. Ricciardi, Mr. and Mrs. Geo. D. Waters, Mrs. E. A. Tufts and son, Mr. F. B. Hancock, Mrs. E. R. Adams, Mr. and Mrs. C. H. Atkins, Mr. and Mrs. R. H. Barklow, Misses Barklow (2), Mr. and Mrs. H. H. Brady and three children, Dr. E. M. Carson, M.D., Mrs. S. L. de Tar, Mrs. C. B. Guthrie, Major and Mrs. M. W. Hingley, Dr. and Mrs. Peter Janss, Mrs. M. A. Lockhart, Mrs. G. McKey, Mr. Wm. Lee Park, Mrs. A. M. Puffer, Mrs. K. Riddell, Miss P. Riddell, Mr. and Mrs. A. R. Tillinghast, Mr. and Mrs. Wm. E. Watson, Capt. and Mrs. Arthur Worton, Mr. and Mrs. T. L. Parkhurst, Mrs. H. F. Harrison, Miss M. Harrison, Miss E. May Pai, Mrs. C. C. Pai, Mr. Allen Pai, Mrs. J. S. Winslow, Mrs. M. H. Easer, Miss Willow, Mr. Yap Kai Hock, Miss M. Dimond, and Yap Kai Joo.

Per s.s. *Coblenz*, on January 19th: Mr. B. Fleischer, Mr. E. C. Wright, Mr. A. Schnoor, Mr. H. Svendsen, Mr. J. Broekman, Mrs. B. Broekman and child, Mr. W. Fennel, Mr. Harkness, Mr. Neave, Mrs. Labrmann and child, Miss E. M. M. Insarova, Miss N. G. Bocharova, Miss M. V. Panova, Miss N. P. Sajina, Miss E. K. T. Morozova, Miss E. M. Skvortzova, Mrs. A. A. Mazet, Miss M. Moransky, Miss Rose Lavine, Mrs. A. A. Kusova, Miss Alana Kusova, Miss M. Nikitina, Mr. V. G. R. Daroff, Mr. K. T. T. Ardatoft, Mr. L. S. Tanushevich, Mr. V. Z. Popoff, Mr. S. M. S. Gai, Mrs. G. M. C. Lesky, Mr. and Mrs. Bakalnikoff and child, Mr. and Mrs. I. P. M. Lantoff, Mr. Yu Kee Chan, and Mr. L. Ladow.

HONGKONG SHIPPING.

The total number of vessels in the harbour at 9 a.m. yesterday was 73, of which 41 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered 16, viz.: eight British, one Italian, one American, one German, one Danish, one Portuguese and three Japanese. There were nine departures. Of the arrivals, two vessels were from coast ports and of the departures two vessels were for Amoy. There were six clearances over the same period, including two for Kwang Chow Wan.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)

For Hongkong 12,016 tons.

For ports beyond 28,302 "

Total 40,318 "

(During previous 24 hours ended at 9 a.m. on Monday.)

For Hongkong 7,320 tons.

For ports beyond 231 "

Total 7,551 "

Of the cargo entered for Hongkong, two thirds were brought by British vessels, namely 2,620 tons. Two British steamers entered over two thousand tons each and two over a thousand tons each, all for Hongkong. Deck passengers carried totalled 2,437, of which number the s.s. *Takada* brought 2,261 from Osaka and Amoy.

The arrivals were as under.—The s.s. *Batavia* (British) from Kwang Chow Wan with 150 tons of general cargo; the s.s. *Hop Sang* (British) from Bangkok with 213 tons of general cargo and mail and 2,202 tons for ports beyond; the s.s. *Sunning* (British) from Shanghai and Amoy with 300 tons of general cargo (2,542 packages) and mail; the s.s. *Kiangsu* (British) from Bangkok and Hoihow with 2,400 tons of wood, rice and general cargo and mail; the s.s. *Yungtze* (British) from Yokohama and Shanghai with 88 tons of general cargo for ports beyond; the s.s. *Kaituma* (British) from Tientsin and Weihaiwei with 1,750 tons of general cargo and mail; the s.s. *Chinkiang* (British) from Hongkong with 2,350 tons of coal; the s.s. *Takada* (British) from Osaka and Amoy with 1,251 tons of matches and general cargo and mail and 1,872 tons for ports beyond; the s.s. *Namidia* (Italian) from Trieste and Singapore with 68 tons of general cargo, 35,500 pieces of brewed and 4,000 tons for ports beyond; the s.s. *President Park* (American) from New York and Shanghai with 488 tons of general cargo and mail and 3,911 tons for ports beyond; the s.s. *Coblenz* (German) from Yokohama and Shanghai with two drums of dyes and mail and 2,002 tons for ports beyond; the s.s. *Kina* (Danish) from Limham and Singapore with 231 tons of general cargo and mail and 6,700 tons for ports beyond; the s.s. *Hoi Sam* (Portuguese) from Kwang Chow Wan with 75 tons general cargo; the s.s. *Amakusa Maru* (Japanese) from Haiphong and Hoihow with 712 tons of rice and general cargo and mail; the s.s. *Hainan Maru* (Japanese) from Nagoya and Moji with 544 tons of general cargo and mail and 5,638 tons for ports beyond; and the s.s. *Takada Maru* (Japanese) from Keelung and Swatow with 700 tons of coal and 160 tons of general cargo and mail and one ton for ports beyond.

Later arrivals, too late for entry in the above returns, included the s.s. *Amazon* (French) from Shanghai with general cargo and mail; the s.s. *Aki Maru* (Japanese) and the s.s. *Shingo Maru* (Japanese) both from the North.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Karmala* left Singapore for this port on the 18th inst. at 6 p.m., with the outward English mails, and is due here on the 23rd, about 6 p.m. The B.I. and A.P. s.s. *Tiloua* left Singapore for this port on the morning of the 18th inst. and is due here on the morning of the 22nd.

CHINA COAST CHANGES.

The following are the latest China Coast changes:—Mr. T. Wilkinson, has signed off the *Fau Sang* as superintending 2nd mate and has gone 3rd mate of the *Ting Sang*. Mr. George Gair, *Fushan*, has gone 2nd engineer of the *New Malville*. Mr. A. G. Martin, has signed off the *Kut Sang* as 3rd engineer. Mr. J. Fowler, has signed off the *Kwang Sang* as 3rd engineer and has gone 3rd engineer of the *Kut Sang*. Mr. William Perritt, has signed off the *Kwangchow* as 2nd mate and has gone 2nd mate of the *Haiching*. Mr. A. J. Mills and Mr. E. Edmondson, have signed off the *Haiching* as 3rd engineer and 3rd mate respectively. Mr. A. J. Mandell, has signed off the *Suiyang* as 1st mate. Mr. E. Johnson, has signed off the *Kwangchow* as 1st mate and has gone 1st mate of the *Suiyang*.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

15 Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS

STEAMSHIPS

NEXT SAILING TO THE PACIFIC COAST.

THE

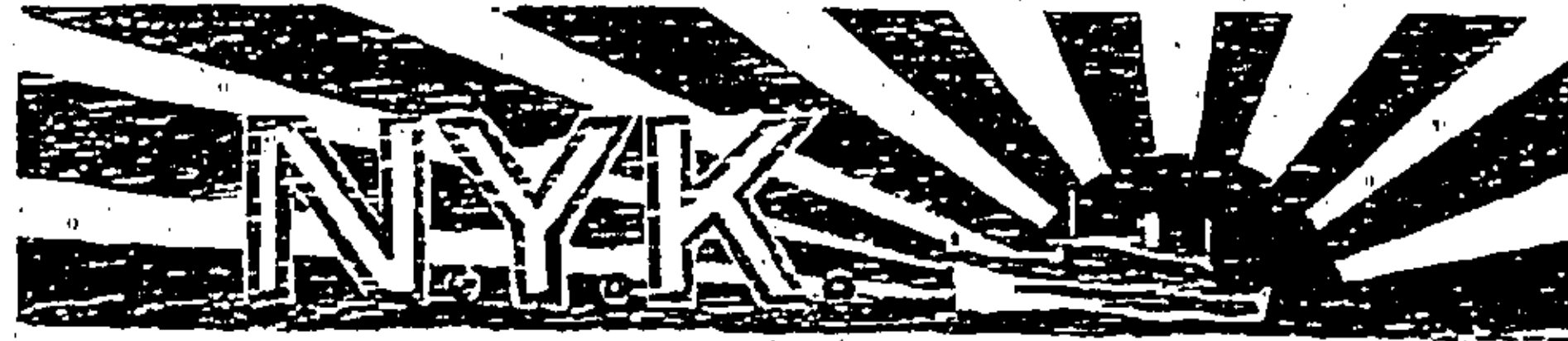
"EMPRESS OF CANADA"

WILL SAIL FROM

HONGKONG

Daylight, Friday, January 22nd, 1926.

Passenger Department: Tel. C. 752. Cables: GAOANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.
Through passage rates to Europe via America \$4.05, G. 4.20, B. 4.40.
YOKOHAMA MARU Thursday, 28th Jan. at 11 a.m.
KAGA MARU Saturday, 30th Feb.
MARBELLES, LONDON & ANTWERP via Singapore & Port.
ATSUTA MARU Saturday, 30th Jan. at 11 a.m.
KASHIMA MARU Saturday, 13th Feb.
HAKONE MARU Saturday, 27th Feb.
HAMBURG via LONDON & ROTTERDAM.
LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 20th Jan. at 11 a.m.
MISHIMA MARU Wednesday, 24th Feb.
NEW YORK and/or BOSTON via PANAMA.
CALCUTTA MARU Tuesday, 2nd Feb.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAMAKURA MARU end of Feb.
BOMBAY via Singapore, Penang & Colombo.
MURORAN MARU Saturday, 23rd Jan.
HAKATA MARU Saturday, 30th Jan.
CALCUTTA via Singapore, Penang & Rangoon.
KANAGAWA MARU Saturday, 30th Jan.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Wednesday, 17th Feb.
SHANGHAI, KOBE & YOKOHAMA.
OSAKA MARU (Moji direct) Saturday, 23rd Jan.
SUWA MARU Thursday, 28th Jan.
SADO MARU Thursday, 28th Jan.
NAGANO MARU Saturday, 30th Jan.
TOBA MARU Tuesday, 2nd Feb.

For further information, apply to—NIPPON YUSEN KAISHA.
Telephone Central Nos. 292, 293 & 2432. B. KINOSHITA, Manager.



KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 21st January, 1926

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—**JAVA-CHINA-JAPAN-LIJN,**
Telephone 1574. YORK BUILDING, CHATER ROAD.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

KEELUNG via TAKAO ... "HOPSANG" ... Wednesday, 20th Jan., at 5 p.m.
TSINGTAU via SHANGHAI ... "KWONGSANG" ... Thursday, 21st Jan., at 7 a.m.
STRAITS & CALCUTTA ... "FOOKSANG" ... Monday, 23rd Jan., at 3 p.m.
HAIPHONG via HOIHOW ... "LEESANG" ... Tuesday, 26th Jan., at 10 a.m.
STRAITS & CALCUTTA ... "KWAISANG" ... Thursday, 28th Jan., at 3 p.m.
SANDAKAN ... "MAUSANG" ... Friday, 29th Jan., at 2 p.m.
KOBE via MOJI ... "YUENSANG" ... Monday, 1st Feb., at Noon.
STRAITS & CALCUTTA ... "NAMSANG" ... Tuesday, 2nd Feb., at 3 p.m.
KOBE via SHANGHAI ... "HOSANG" ... Saturday, 6th Feb., at 4 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel. Due Hongkong.
"GLENIFFER" 23rd Jan.
"GLENOCLE" 7th Feb.
"GLENAMORY" 23rd
"GLENAGARRY" 4th Mar.
"GLENSHANE" 21st

HOMEWARDS.

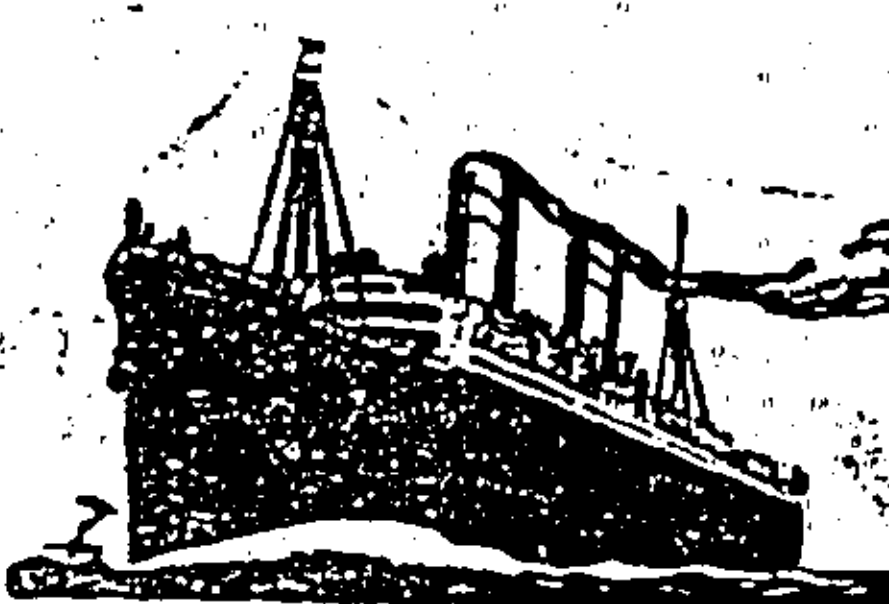
Vessel. Leaves Hongkong. Discharges
"CARNARVONSHIRE" 10 am 24th Jan.
London, Rotterdam & Hamburg via Oran.
"GLENSHIEL" 31st Jan.
London, Rotterdam & Hamburg via Oran.
"PMBROESHIRE" 17th Feb.
London, Rotterdam & Hamburg via Oran.
"GLENIFFER" 9th Mar.
London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3598.

NORDDEUTSCHER LLOYD BREMEN.



FAR EASTERN PASSENGER
AND
FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"ANHALT"	30th January 1926	7th February, 1926.
"FULDA"	27th February "	7th March "
"DERFFLINGER"	27th March "	4th April "
"TRIEM"	24th April "	1st May "
"SAARBRÜCKEN"	22nd May "	28th May "
"COBLENZ"	19th June "	27th June "
"ANHALT"	17th July "	22nd August "
"FULDA"		

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

5, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



Tel. Address:

JAVALYN

Tel. Central 1574.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	S'BAIA & M'KAR	20th Jan.	23rd Jan.	S'YOW, AMOY, S'HAU & DALNY.
TJIKEMBANG	BATAVIA	24th "	28th "	SHANGHAI
TJILBOET	NORTH CHINA	27th "	30th "	M'KAR & S'BAIA.
TJISALAK	SHANGHAI	28th "	30th "	BATAVIA
TJITAROEM	S'BAIA & M'KAR	1st Feb.	3rd Feb.	JAPAN
TJILWONG		2nd "	5th "	S'YOW, AMOY, S'HAU & DALNY.
TJISONDARI	BATAVIA	7th "	11th "	SHANGHAI
TJIKINI	NORTH CHINA	15th "	17th "	S'BAIA & M'KAR
TJIMANOEK	S'BAIA & M'KAR	19th "	21st "	JAPAN

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

s.s. "CITY OF BEDFORD" ... via Suez Canal ... 25th January
s.s. "CITY OF RANGOON" ... via Suez Canal ... 16th February

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

s.s. "COMERIC" ... via Suez Canal ... 27th February

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

s.s. "CITY OF LAHORE" ... 22nd February.
FOR MARSEILLES, HAVRE, LONDON & ROTTERDAM.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD. [13]

Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "YANGTSE" ... via Suez Canal ... 19th Jan., 1926.
s.s. "CITY OF BEDFORD" ... via Suez Canal ... 23rd Jan. "
s.s. "CANFA" ... via Suez Canal ... 7th Feb. "
s.s. "CITY OF RANGOON" ... via Suez Canal ... 16th Feb. "

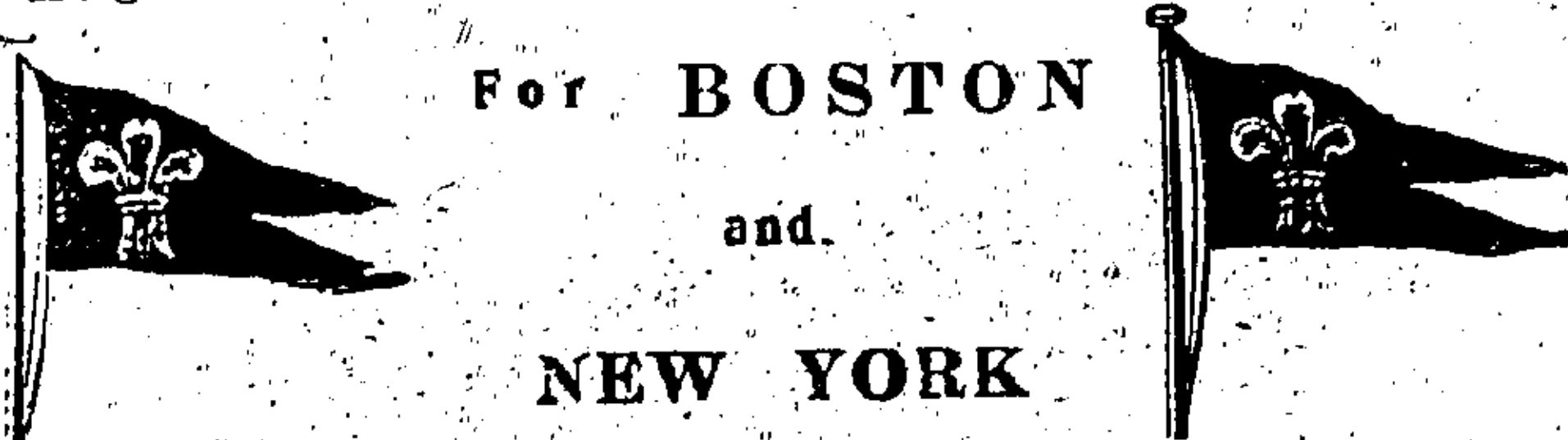
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG,
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK

s.s. "SLAVIC PRINCE" ... 31st Jan., 1926.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building

Telephone: Central 3165.
Telegrams: Furprince.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words SETARZO REMEDIES on Government Stamp. Sold by LEADING OLIVE CHEMISTS.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEBANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government)

Steamship.	Tons.	From Hongkong (about)	Destination.
"LAHORE"	5,232	21st Jan. 4 p.m.	Singapore, Penang, Colombo & Bombay.
"KRYBER"	9,114	23rd Jan. Noon	Marselles, London & Antwerp.
"ALFORD"	5,273	1st Feb. Noon	Singapore & Bombay.
"DELTA"	5,037	4th Feb.	Singapore, Penang, Colombo, and B'bay.
"MALWA"	10,941	6th Feb.	Marselles and London.
"KASHMIR"	9,715	15th Feb.	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,089	20th Feb.	Marselles, London and Antwerp.
"MANTUA"	10,902	6th Mar.	Marselles and London.
"KASHMIR"	9,955	13th Mar.	Mars., L'don., A'werp., and Hamburg.
"KHIVA"	9,135	20th Mar.	Marselles, London, and Antwerp.
"MOREA"	10,918	3rd Apr.	Marselles and London.
"DEVANHA"	9,155	17th Apr.	Marselles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marselles and London.
"KASHGAR"	9,005	15th May	Marselles, London and Antwerp.
"MALWA"	10,941	29th May	Marselles and London.
"KRYBER"	9,114	12th June	Marselles, London & Antwerp.
"MANTUA"	10,902	21st June	Marselles and London.
"DELTA"	5,037	7th July	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,129	10th July	Marselles, London and Antwerp.
"RANPURA"	10,585	24th July	Marselles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	30th Jan. 1 p.m.	Singapore, Penang and Calcutta.
"SANJITA"	8,501	9th Feb.	do.
"TILAWA"	10,000	19th Feb.	do.
"T LAMBA"	8,013	26th Feb.	do.
"TALMA"	10,000	10th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Feb.	Manila, Sandakan, Thursday Island,
"TANDA"	9,958	3rd Mar.	Townsville, Brisbane, Sydney,
"ARAFURA"	6,000	7th Apr.	and Melbourne.
"ST. ALBANS"	4,500	5th May	
"TANDA"	9,958	2nd June	
"ARAFURA"	6,000	7th July	

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolumanga, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KARNATA"	9,129	24th Jan. D/L	Shanghai, Moji and Kobe.
"TILAWA"	10,000	25th Jan. D/L	Amoy, Shanghai, Kobe & Osaka.
"TALAWA"	8,018	2nd Feb.	Shanghai and Kobe.
"MANTUA"	10,902	8th Feb.	Shanghai, Moji and Kobe.
"KASHMIR"	9,955	6th Feb.	Shanghai and Kobe.
"TANDA"	9,958	6th Feb.	Moji, Kobe and Yokohama.
"TALMA"	10,000	17th Feb.	Kobe.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji and Kobe.
"MOREA"	10,911	6th Mar.	do.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	20th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	9,155	20th Mar.	do.
"MACEDONIA"	11,089	2nd Apr.	do.
"ST. ALBANS"	4,500	10th Apr.	Moji, Kobe and Yokohama.
"KASHGAR"	9,005	16th Apr.	Shanghai, Moji and Kobe.
"KRYBER"	9,114	30th Apr.	do.
"TANDA"	9,958	8th May	Moji, Kobe and Yokohama.
"MALWA"	10,941	14th May	Shanghai.
"MANTUA"	10,902	28th May	Shanghai, Moji and Kobe.
"KARNATA"	9,089	11th June	do.
"DELTA"	5,037	11th June	Shanghai & Kobe.
"ARAFURA"	6,000	15th June	Moji, Kobe and Yokohama.
"KASHMIR"	9,955	25th June	Shanghai, Moji & Kobe.
"RANPURA"	10,585	9th July	Shanghai only.
"MACEDONIA"	11,089	22nd July	Shanghai Moji & Kobe.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, aloons and Excellent cuisine.

AMOY & FOCHOW AND RETURN

(Occupying 4 or 10 Days)
HAINING ... Capt. W. C. Passmore ... Tues. 25th Jan. 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Fochow Anchorage) and Return by the same Steamer by the "HAINING," "HAIHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

SWATOW & SHANGHAI	"SUIYANG"	On 20th Jan.	11 a.m.
HOIHOW & HAIPHONG	"TAMING"	On 21st Jan.	10 a.m.
HONGKAY	"TAIKOOWANYI"	On 21st Jan.	Noon
SHANGHAI	"SUNNING"	On 21st Jan.	4 p.m.
BANGKOK	"KWANGTUNG"	On 23rd Jan.	4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 24th Jan.	Noon
HOIHOW & SINGAPORE	"SINGYUAN"	On 24th Jan.	D.L.
AMOY & SHANGHAI	"SZECHUEN"	On 26th Jan.	D.L.
AMOY & SINGAPORE	"ANKING"	On 26th Jan.	D.L.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd. S.S. "TAIPING"

This Vessel will sail hence on her maiden voyage on 22nd January, Noon.

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailings Subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
Telephone: Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sails 25th Jan.

LLOYD TRIestino.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	...	Sails 10th Feb.
S.S. "ROSANDRA"	...	Sails 11th Mar.
S.S. "FIUME-L"	...	Sails 11th April

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.S. "ESQUILINO"	...	Sails 16th Feb.
S.S. "VENEZIA"	...	Sails 15th Mar.
S.S. "ROSANDRA"	...	Sails 12th April
S.S. "FIUME-L"	...	Sails 13th May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOST"	...	(Sails from Calcutta 31st Jan.
S.S. "UMSINGA"	...	" " Colombo 12th Feb.
	...	" " Colombo, 12th April

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO LIMITED.

Telephone: Central 1030.

Agents.

M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
FONTAINE BLEAU... B & A	18th Dec., 1925	20th Jan., 1926	2nd Feb., 1926.
D'ARTAGNAN ... A	1st Jan., 1926	1st Jan., 1926	12th Feb. "
ANGKOR ... B	2nd Feb. "	2nd Feb. "	2nd Mar. "
PORTHOUS ... A	17th Jan. "	17th Jan. "	16th Mar. "
ANDRE LEBON ... A	29th Jan. "	3rd Mar. "	3rd Mar. "
PAUL LECAT ... A	12th Feb. "	17th Mar. "	13th Apr. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class (1st Class) ... 2 85. 01. 0d. B Class (1st Class) ... 2 82. 0s. 0d.
STEAMERS 2nd ... 2 68. 01. 0d. STEAMERS 2nd ... 2 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

Leading for HAVRE, ANTWERP

s.s. "SI KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st January, 1926.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3 QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

POST OFFICE NOTICE

NOTICE

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDIA-CHINA, the PROVINCE of YUNNAN, and MACAO.

Full particulars may be obtained on application to the RADIO COUNTESS in the MAIN HALL of the G.P.O., and at the RADIO TELEGRAPH OFFICE, 3rd floor, GOVERNMENT BUILDING.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of the Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

Firms or persons, who have placed standing orders with the Radio Telegraph Office for services of vessels passing the WAGLAN and GAP ROCK LIGHTHOUSES, are requested to send revised lists of vessels of which they are the owners, or agents, to the Officer-in-Charge as early as possible.

RADIO TELEGRAPH CODE ADDRESSES FOR THE YEAR 1925 should be registered at the Radio Telegraph Office, 3rd Floor, Government Building without delay. Forms may be obtained on application.

Radio Traffic with Canton and Swatow is suspended until further notice.

Interport Radio Telegrams are subject to delay.

Messages in Code must have name of Code used included in text.

Datable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAILS

FROM	PER	DATE
SHANGHAI	Hunan	20th Jan.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	20th Jan.
SAIGON	D'Arleghnan	20th Jan.
U.S.A., HONOLULU, JAPAN SHANGHAI & EUROPE via SIBERIA	Pres. Cleveland	21st Jan.
STRAITS	Automedon	22nd Jan.
EUROPE via Suez letters & papers London, 24th, Dec 1925. Parcels 17th, Dec 1925	Karnala	24th Jan.
STRAITS	Susa Maru	25th Jan.
AUSTRALIA & MANILA	Changlo	27th Jan.
JAPAN	Atsuka Maru	29th Jan.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Adams	1st Feb.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Siberia Maru	1st Feb.
AUSTRALIA AND MANILA	Tahda	5th Feb.

OUTWARD MAILS

FOR	PER	DATE
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 31st Jan.	Ati Maru	Wednesday, 20th, 8.45 A.M. Letters 9.30 A.M. 9.00 A.M.
Swatow	Suiyang	Parcels 10.00 A.M. Letters 11.00 A.M.
Straits and Calcutta	Takada	10.30 A.M. Noon
Japan	Bakuyo Maru	10.30 A.M.
Formosa	Hopson	Noon
Shanghai, Japan & EUROPE via SIBERIA (letters & postcards specially superscribed "via Siberia" only)	D'Arleghnan	1.00 P.M.
Fort Bayard	Hoi Nam	4.30 P.M.
Shanghai	Kwongkong	5.00 P.M.
Manila	Pres. Madison	5.00 P.M.
Hohow and Haiphong	Taming	Thursday, 21st, 8.30 A.M.
Swatow, Amoy and Formosa	Amakusa Maru	8.30 A.M.
Straits	van Overstraten	11.37 A.M.
STRAITS	Lithore	2.30 P.M.
Shanghai, Japan, Canada, U.S.A., C.A.S., Australia & EUROPE via V.A.N. COVEYER, B.C.—due Vancouver, B.C., 8th Feb.	Emp. of Canada	3.00 P.M. Reg. 4.15 P.M. Letters 5.00 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Is., 2nd Feb.	Taiiping	Parcels 5.00 P.M. Reg. 5.45 A.M. Letters 10.30 A.M.
Hohow, Pakhoi and Haiphong	Takwa Maru	8.30 A.M.
Manila	Ives Cleveland	1.30 P.M.
Straits, Ceylon, India, Mauritius, E & S, Africa, Egypt & EUROPE via Marseilles—due Marseilles, 20th Feb.	Kyber	Parcels 5.00 P.M. Reg. 9.45 A.M. Letters 10.30 A.M.
Bangkok	Kwongkong	2.30 P.M.

*Correspondence bearing vessel's name only.

COMMERCIAL

OPENING QUOTATIONS

January 19th, 1926.

On LONDON—	Telegraphic Transfer	... 9.4
Bank Bills, on demand	... 9.4 9/16	
Bank Bills, at 30 days' sight	... 9.4	
Bank Bills, at 4 months' sight	... 9.4 1/2	
Credit, at 4 months' sight	... 9.5 9/16	
Documentary Bills, 4 months' sight	... 9.5 11/16	
On PARIS—	Bank Bills, on demand	... 1.530
Credit, 4 months' sight	... 1.620	
On NEW YORK—	Bank Bills, on demand	... 57 1/2
Credit, at 30 days' sight	... 59 1/2	
On BOMBAY—	Telegraphic Transfer	... 156 1/2
Bank Bills, on demand	... 156 1/2	
On CALCUTTA—	Telegraphic Transfer	... 156 1/2
Bank Bills, on demand	... 156 1/2	
On SINGAPORE—	Bank Bills, at sight	... nom.
Private, 30 days' sight	... nom.	
On YOKOHAMA—On demand	... 180	
On MANILA—On demand	... 115 1/2	
On SINGAPORE—On demand	... 101 1/2	
On BATAVIA—On demand	... 142	
On HAIKONG—On demand	... nom.	
On SAIGON—On demand	... nom.	
On BANGKOK—On demand	... 73 1/2	
GOVERNMENT Bank's Buying rate	... 68.20	
Gold Leaf, 100 fine, per tola	... 31 1/2	
Silver, per tola	... 31 1/2	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	...\$50,000,000
Issued and Fully Paid-up	...\$30,000,000
Reserve Funds:	
Sterling	...24,500,000
Silver	...\$26,500,000
Reserve Liability of Proprietors	...\$20,000,000

Joint Directors:
J. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. G. M. Bennett, Esq., Hon. Mr. A. O. Lang.
W. H. Ball, Esq., W. L. Patterson, Esq.
A. H. Compton, Esq., J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak, T. G. Weill, Esq.

Chief Manager:
A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, 19th May, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 4 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager.
Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital	...£3,000,000
Reserve Fund	...£4,000,000
Reserve Liability of Proprietors	...£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
Hongkong, April 15th, 1925. [30]

BANQUE DE L'INDO-CHINE.

Head Office: 56, Boulevard Haussmann, Paris.

Subscribed Capital	...Fr. 72,000,000.00
Paid-up Capital	...Fr. 38,400,000.00
Reserve Fund	...Fr. 69,967,283.64

BRANCHES:
Bangkok, Hanoi, Pondicherry, Battambang, Hongkong, Saigon, Canton, Mengtze, Shanghai, Djibouti, Noumea, Singapore, Fort Bayard, Papeete, Tientsin, Haiphong, Peking, Tientsin, Hankow, Phnom-Penh, Yunnanfou.

BANKERS:
In FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
In LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.
A. LECOT, Manager.
Hongkong, 20th March, 1924. [28]

THE MERCHANT BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital	...£3,000,000
Subscribed Capital	...£1,800,000
Paid-up Capital	...£1,050,000
Reserve Fund	...£1,300,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Galle, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Calcutta, New York, Simla, Calcutta, Rangoon, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Mauritius).

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

J. E. ROSS, Acting Manager.
7, Queen's Road Central, Hongkong, April 17th, 1925. [29]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office: 74, Rue St. Lazare, Paris.

Capital	...Fr. 20,000,000
Reserves	...Fr. 11,160,000
Special Working Capital	...Fr. 50,000,000

BRANCHES:
Paris, Lyons, Hongkong, Canton, Peking, Shanghai, Hankow, Tientsin.

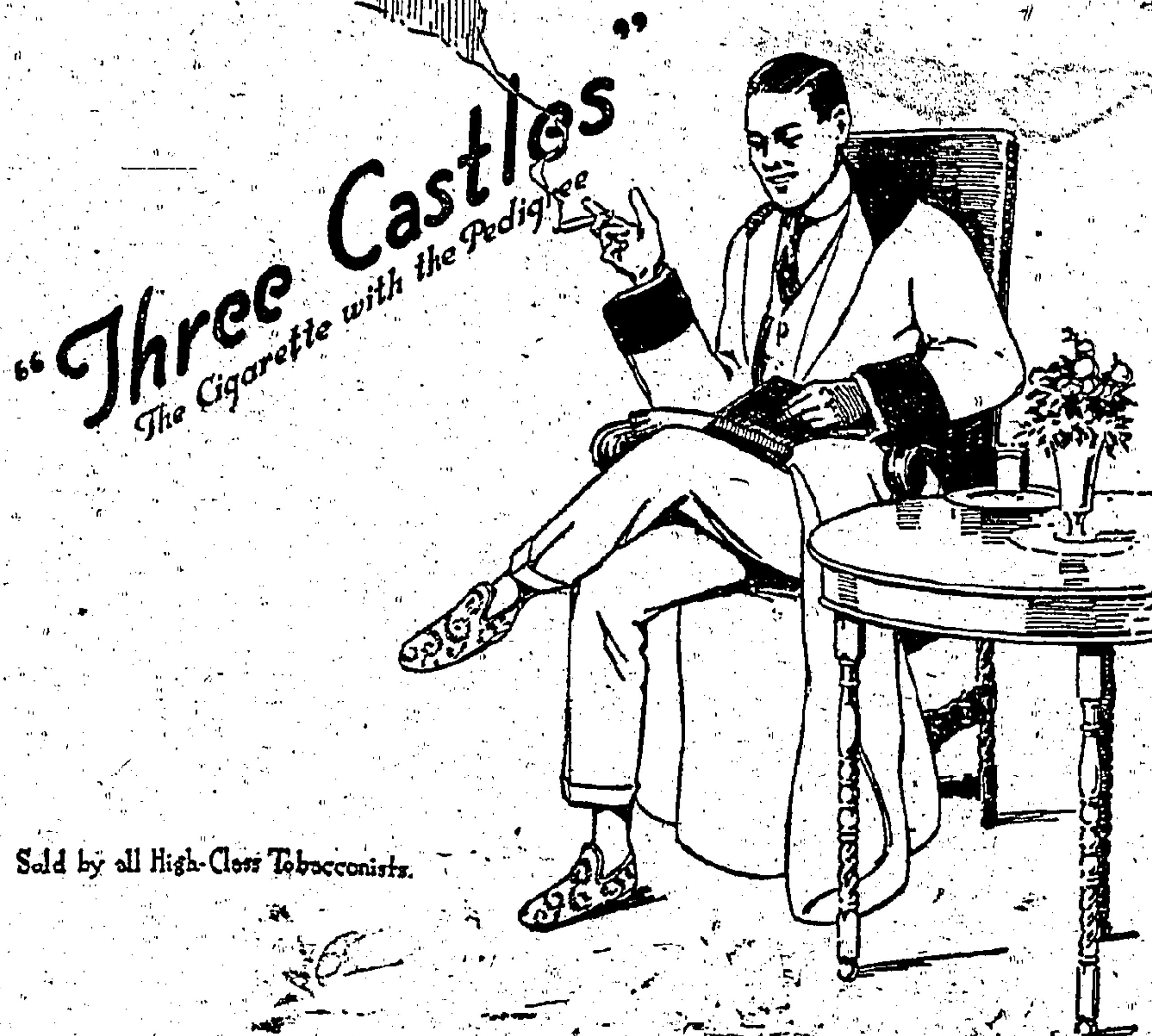
BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas, London: Midland Bank, Ltd., New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. BOLLIN, Manager.
Hongkong, 2nd Decem. 1925.

THACKERAY KNEW!

IN "THE VIRGINIANS" HE WROTE.

"There's no sweeter Tobacco comes from Virginia and no better brand than the 'Three Castles'"



Sold by all High-Class Tobacconists.

The advertisement is issued by the British-American Tobacco Co. (Limited)

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	...Yen 45,000,000
Capital (Paid-up)	...Yen 39,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Formosa:—Oiran, Kagi, Karpoko, Keelung, Maling, Nantow, Shichiku, Paichu, Tainan, Pakao, Tamsui, Teyen, Aki, Pinau, CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

CHINA:— Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARB'S BANK.

The Bank has Correspondents in the Commercial Centres on the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager, HONGKONG BRANCH, 3, Des Voeux Road, Central, Hongkong, 1st Decem. 1925. [27]

THE BANK OF CANTON, LTD.

Head Office: Hongkong.

Established 1912.

Authorized Capital	...£1,500,000
PAID UP CAPITAL	...£1,075,000
SILVER RESERVE FUND	...£700,000

BRANCHES:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all principal cities of the World.

LONDON BANKERS:—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Deposit Boxes to let.

LOOK LUNG SHAN, Chief Manager.

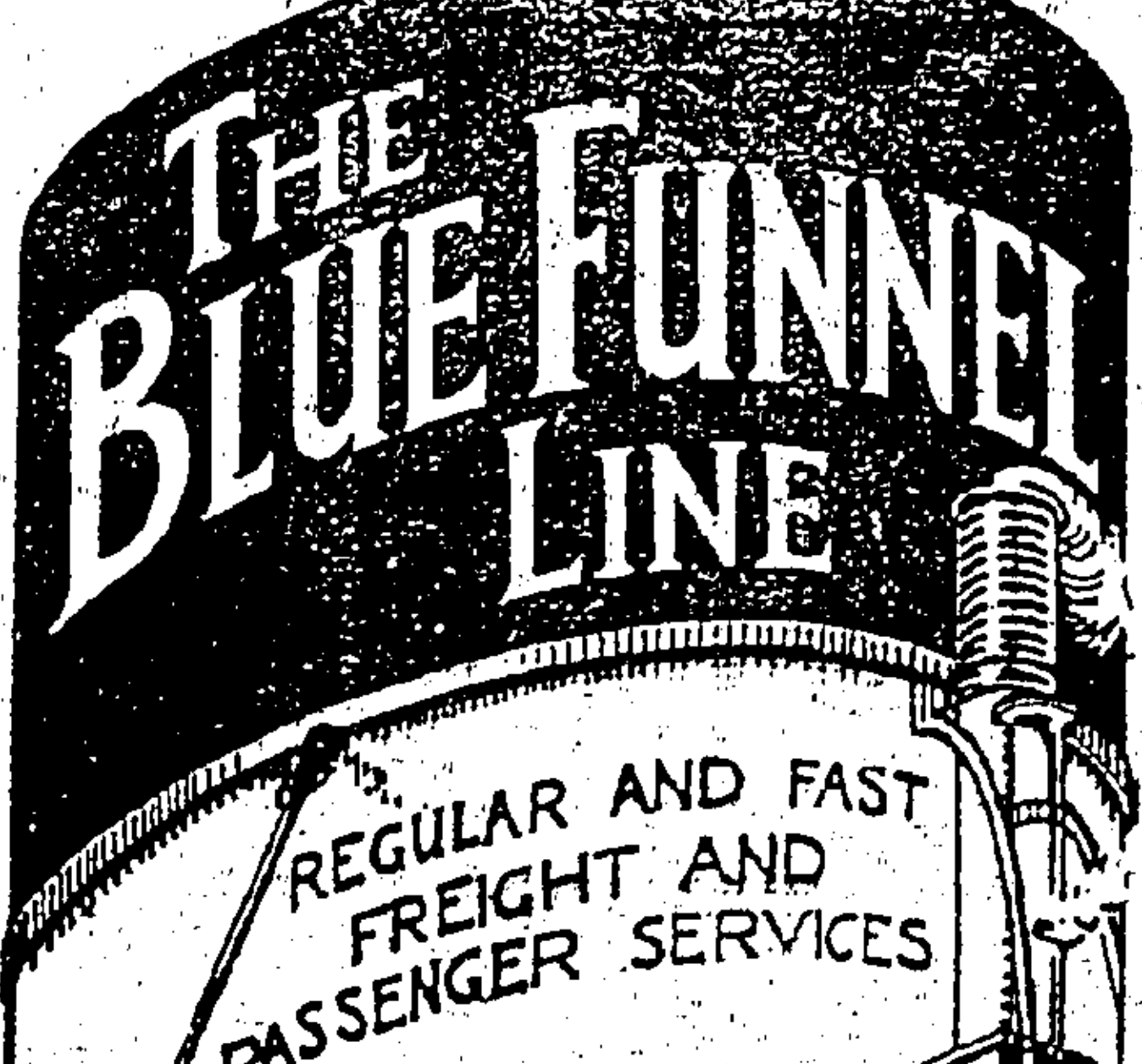
ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.

With 1800. Price—£1.50.

On sale at the Hongkong Daily Press Office.

Printed and Published by CHAS. THOMAS BAKER for the HONGKONG DAILY PRESS, Ltd., at 14, Chater Road, Victoria, Hongkong. London Office: 131, The Strand, W.C.



LONDON SERVICE

"DARDANUS" 30th Jan. Marseilles, London, Rotterdam & Hamburg.

"EUMAEUS" 30th Feb. Marseilles, London, Rotterdam & Hamburg.

"AUTOMEDON" 30th Feb. Marseilles, London, Rotterdam & Hamburg.

"HECTOR" 30th Mar. Marseilles, London, Rotterdam & Glasgow.

LIVERPOOL SERVICE.

"LAOMEDON" 4th Feb. Genoa, Havre, Liverpool & Glasgow.

"ANTILLOCHUS" 30th Feb. Genoa, Marseilles, Havre, Liverpool & Glasgow.

"PELEUS" 5th Mar. Genoa, Havre, Liverpool & Glasgow.

"TELEMACHUS" 20th Mar. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).

"PHILOCTETES" 27th Jan. Victoria, Vancouver & Seattle.

"TYNDAROS" 17th Feb. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"OANFA" 7th Feb. Boston, New York & Baltimore.

"KOMPANION" 7th Mar. Boston, New York & Baltimore.

PASSENGER SERVICE.

"HECTOR" 30th Mar. Singapore, Marseilles & London.

"BARBUDON" 7th April. Singapore, Marseilles & London.

"PATROCLUS" 5th May. Singapore, Marseilles & London.

"ANTENOR" 2nd June. Singapore, Marseilles & London.

"HECTOR" 14th July. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.